

**Boston Region
Metropolitan
Planning
Organization**

**Unified Planning
Work Program
Fiscal Year 2006**



**Unified Planning
Work Program**

Fiscal Year 2006

**Endorsed by the Boston Region
Metropolitan Planning
Organization**

August 11, 2005

Central Transportation Planning Staff

Directed by the Boston Region Metropolitan Planning
Organization, which is composed of the:

Executive Office of Transportation
Massachusetts Bay Transportation Authority
Massachusetts Bay Transportation Authority Advisory Board
Massachusetts Highway Department
Massachusetts Port Authority
Massachusetts Turnpike Authority
Metropolitan Area Planning Council
City of Boston
City of Everett
City of Newton
City of Salem
Town of Bedford
Town of Framingham
Town of Hopkinton
Federal Highway Administration (nonvoting)
Federal Transit Administration (nonvoting)
Regional Transportation Advisory Council (nonvoting)



Boston Region Metropolitan Planning Organization Municipalities

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CERTIFICATION OF THE BOSTON REGION MPO TRANSPORTATION PLANNING PROCESS

On August 11, 2005, in accordance with the Federal Highway Administration/Federal Transit Administration Statewide Planning, Metropolitan Planning Final Rule (Subpart C) of December 29, 1993, the Metropolitan Planning Organization for the Boston Region certified that the conduct of the Metropolitan Transportation Planning Process complies with the requirements of CFR 450.334 (a) and that said process includes activities to support the development and implementation of the Unified Planning Work Program, the Transportation Improvement Program and Air Quality Conformity Determination, and the Regional Transportation Plan and Air Quality Conformity Determination.

For additional copies of this document or to request it in an accessible format, contact us:

By mail Central Transportation Planning Staff
 Certification Activities Group
 10 Park Plaza, Suite 2150
 Boston, MA 02116

By telephone (617) 973-7119 (voice)
 (617) 973-7089 (TTY)

By fax (617) 973-8855

By e-mail mesullivan@ctps.org

Or download it at www.ctps.org/bostonmpo/resources/reports.htm.

TABLE OF CONTENTS

Executive Summary	ES-1
1 The Transportation Planning and Programming Process in the Boston Region MPO Area	1-1
2 Status of the Fiscal Year 2005 UPWP Projects Conducted by Boston Region MPO Staff	2-1
3 Index of Projects by Agency	3-1
4 Administration and Resource Management Projects	4-1
5 Certification Requirements	5-1
6 Location/Site-Specific Studies	6-1
7 Regional Planning Studies	7-1
8 Technical Support/Operations Analysis Projects	8-1
9 Boston Region MPO Operating Summaries	9-1
Appendix A Other Boston Region Transportation Planning Projects	A-1
Appendix B Public Participation	B-1
Appendix C Glossary	C-1

EXECUTIVE SUMMARY

This Unified Planning Work Program (UPWP) contains information about surface-transportation planning projects that will be conducted in the Boston metropolitan region during the period of October 1, 2005, through September 30, 2006 (federal fiscal year 2006). The UPWP is an essential transportation-planning tool for the region and often a first step in determining whether or not a project will be constructed. It is integrally related to other planning efforts conducted by the Boston Region Metropolitan Planning Organization (MPO) as well as by transportation agencies such as the Executive Office of Transportation (EOT) and the Massachusetts Bay Transportation Authority (MBTA).

The projects in this UPWP will be funded from federal, state, and local sources. It has been prepared in accordance with interim guidance governing the implementation of the new, federal Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) and with Federal Highway Administration and Federal Transit Administration grant application requirements and planning emphasis areas. This UPWP contains 71 projects, of which 59 will be carried out by the Central Transportation Planning Staff (CTPS) and the Metropolitan Area Planning Council (MAPC) on behalf of the MPO, EOT and its Office of Transportation Planning (OTP), the Massachusetts Bay Transportation Authority (MBTA), the Massachusetts Highway Department (MassHighway), the Massachusetts Port Authority (Massport), and the National Park Service. The remaining 12 projects will be carried out by individual transportation agencies, municipalities, and academic institutions.

The majority of the fiscal year (FY) 2006 UPWP projects have been ongoing since FY 2005. However, there are several new projects. Those to be undertaken on behalf of the MPO are:

- Newton Corner Rotary Study (page 6-3)
- Route 2/Alewife Brook Parkway Traffic Study (page 6-4)
- Route I-93/Route 24 Interchange Improvements (page 6-6)
- Bicycle Pedestrian Improvements in Town Centers (page 7-5)
- MBTA Transit Signal Priority Study (page 7-14)

A Facility Needs Assessment Study, a new project to be undertaken by the MBTA, is described on page 8-13, and several potential studies under consideration for funding by the Office for Transportation Planning are listed under Statewide Planning Assistance on page 8-18.

The UPWP is intended to serve two purposes. The first is to provide information to government officials, local communities, and the general public about all surface-transportation planning projects expected to be undertaken in the Boston region. The second is to provide complete budget information to federal and state officials about the expenditure of federal funds for those projects being carried out by the Boston Region MPO.

The document is structured as follows. Chapter 1 provides general information about the Boston Region MPO, the transportation planning process, and the sources of funding for UPWP projects. In addition it explains the MPO's role in programming these funds and the criteria the MPO used to evaluate the projects it was responsible for programming in this UPWP. Chapter 1 also contains a graphic that shows the UPWP's relationship to other MPO planning documents as well as to the MBTA's Program for Mass Transportation (PMT), current feasibility studies, and other visioning processes.

Chapter 2 provides a status report on the FY 2005 UPWP projects that were conducted by CTPS and MAPC. It also includes a list of products for those projects and information on how to obtain copies of reports and certification documents.

Chapter 3 is an index of FY 2006 projects. They are organized by the agency responsible for conducting them.

Chapters 4 through 8 contain project descriptions and detailed budget information for all work being conducted by CTPS and MAPC on behalf of the MPO, and for transportation projects being conducted by CTPS on behalf of the individual transportation planning entities mentioned on the previous page. Each project listing in Chapters 4 through 8 contains text conveying the project's relationship to other planning documents, such as the MPO's Regional Transportation Plan (RTP) or Congestion Management System (CMS) report.

Chapter 9 gives budget summaries of the projects included in Chapters 4 through 8 and other information about the status of federal funding in this UPWP. It is intended to provide federal and state officials with information necessary for funding approval and contract administration.

Appendix A briefly presents project information for other, non-MPO transportation planning projects that will be conducted in the Boston region. These projects have separate review and approval processes and are outside the purview of the MPO. They are included in the UPWP to provide a more comprehensive picture of what is being planned for the region and to ensure that MPO planning efforts within the region are coordinated with other ongoing work.

Appendix B describes the public participation process used for UPWP development and presents information about the public workshops that were held for discussing and commenting on the draft document. It then summarizes each of the comments on the document that were received during its review period and provides the MPO's responses to them.

Appendix C is a glossary of acronyms and transportation terms. An effort has been made to define such terms not only in the glossary but also the first time they appear in a chapter.

1 THE TRANSPORTATION PLANNING AND PROGRAMMING PROCESS IN THE BOSTON REGION MPO AREA

This chapter is intended to give the reader an understanding of how the transportation planning process is conducted in the Boston Region Metropolitan Planning Organization (MPO) area, including the federal requirements that govern the process, the funding sources used to carry it out, and the implementation of the process from concept to completion.

Section 134 of the Federal-Aid Highway Act and Section 5303 of the Federal Transit Act, as amended, require that urbanized areas, to be eligible for federal funds, conduct a continuing, cooperative, and comprehensive transportation planning process (3C process) resulting in plans and programs consistent with the planning objectives of the metropolitan area.

THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

The Boston Region MPO area consists of the 101 cities and towns in the map on the back side of the cover of this document. Its members are the commonwealth's Executive Office of Transportation; the cities of Boston, Everett, Newton, and Salem; the towns of Bedford, Framingham, and Hopkinton; the Massachusetts Bay Transportation Authority; the Massachusetts Bay Transportation Authority Advisory Board; the Massachusetts Highway Department; the Massachusetts Port Authority; the Massachusetts Turnpike Authority; and the Metropolitan Area Planning Council. In addition, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Regional Transportation Advisory Council participate in the MPO as advisory (nonvoting) members.

- The *Executive Office of Transportation (EOT)*, under Chapter 6A of the Massachusetts General Laws (MGL), serves as the principal agency for developing, coordinating, administering, and managing transportation policies, planning, and programs related to design, construction, maintenance, and operations. The agency also is responsible for supervising and managing the Massachusetts Highway Department (including all state agencies within that department), the Massachusetts Aeronautics Commission, the Massachusetts Bay Transportation Authority, the Massachusetts Turnpike Authority, the Massachusetts Port Authority, and the commonwealth's regional transportation authorities.

Chapter 6A of the MGL also establishes an Office of Transportation Planning within the EOT to serve as the principal source of planning for state-level transportation projects and to work in coordination with the commonwealth's regional planning agencies, which serve as the principal source of planning for local and regional transportation projects.

- The *Massachusetts Bay Transportation Authority (MBTA)* has the statutory responsibility within its district, under the provisions of Chapter 161A, MGL, of preparing the engineering and architectural designs for transit development projects, constructing and operating transit

development projects, and operating the public transportation system. The MBTA district comprises 175 communities, including all 101 cities and towns of the Boston Region MPO area. The MBTA board of directors consists of a chairman and eight other directors, appointed by the governor. The MBTA will provide general transit planning in support of the projects in this Unified Planning Work Program (UPWP).

- The *Massachusetts Bay Transportation Authority Advisory Board* was created by the Legislature in 1964 through the same legislation that created the MBTA; this legislation was updated as part of Chapter 127 of the Acts of 1999. The Advisory Board consists of representatives of the 175 cities and towns that compose the MBTA district. Cities are represented by either the city manager or mayor, and towns by the chairperson of the board of selectmen. Specific responsibilities of the Advisory Board include approval of the Program for Mass Transportation (PMT), review of proposed fare increases, annual review of the MBTA Capital Investment Program, review of the MBTA's documentation of net operating investment per passenger, and approval of the MBTA's operating budget (with the authority to reduce funding items).
- The *Massachusetts Highway Department (MassHighway)* has the statutory responsibility of designing, constructing, operating, and maintaining the commonwealth's roads and bridges and is charged with collaborating with other agencies and authorities in fields related to transportation development, public safety, and security. MassHighway is under the direction of a commissioner who is appointed by the governor.
- The *Massachusetts Port Authority (Massport)* has the statutory responsibility under Chapter 465 of the Acts of 1956, as amended, of planning, constructing, owning, and operating such transportation and related facilities as may be necessary for the development and improvement of commerce in Boston and the surrounding metropolitan area. Massport owns and operates the seaport, the Tobin Bridge, Logan International Airport, and Hanscom Field.
- The *Massachusetts Turnpike Authority (MassPike)* is authorized to own, construct, maintain, improve, repair, operate, and administer the Massachusetts Turnpike and the Metropolitan Highway System (MHS). The MHS, as defined in Chapter 3 of the Acts of 1997, consists of "the integrated system of roadways, bridges, tunnels, overpasses, interchanges, parking facilities, entrance plazas, approaches, connecting highways, service stations, restaurants, tourist information centers and administration, storage, maintenance and other buildings that the authority [owns,] constructs or operates and maintains pursuant to the provisions of this chapter which consists of the Boston Extension, the Callahan Tunnel, the Central Artery, the Central Artery North Area, the Sumner Tunnel and the Ted Williams Tunnel and any additional highway, tunnel and bridge components as the general court may from time to time determine."
- The *Metropolitan Area Planning Council (MAPC)* is composed of the chief executive (or her/his designee) of each of the 101 cities and towns in the MAPC district, 21 gubernatorial appointees, and 12 ex officio members. It has statutory responsibility for comprehensive regional planning in the district under Chapter 40B of the MGL. It is the Boston Metropolitan Clearinghouse under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Title VI of the Intergovernmental Cooperation Act of 1968. Also, its district has been designated an economic development district under Title IV of the Public Works and

Economic Development Act of 1965, as amended. MAPC's responsibilities for comprehensive planning include responsibilities in the areas of technical assistance to communities, assistance to communities in the review of documents and programs for public relations, and the development of zoning, land use, demographic, and environmental studies.

- The *City of Boston*, *three elected cities (currently Everett, Newton, and Salem)*, and *three elected towns (currently Bedford, Framingham, and Hopkinton)* represent the region's 101 municipalities in the Boston Region MPO. The City of Boston is a permanent MPO member; the six elected municipalities serve staggered three-year terms as established in the MPO's Memorandum of Understanding, endorsed in December 2001.

Three other members participate in the Boston Region MPO in an advisory (nonvoting) capacity, reviewing the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and the UPWP to ensure compliance with federal planning and programming requirements:

- The *Federal Highway Administration* and *Federal Transit Administration* oversee the highway and transit programs of the U.S. Department of Transportation under pertinent legislation and the provisions of the Transportation Equity Act for the 21st Century (TEA-21).
- The *Regional Transportation Advisory Council*, the MPO's citizen advisory group, provides the opportunity for organizations and municipal representatives to become actively involved in the decision-making processes of the agencies that plan and program transportation services in the region. The Advisory Council reviews, comments on, and makes recommendations regarding certification documents. It also serves as a forum for identification of issues and alternatives, advocates solutions to the region's transportation needs, and generates interest and knowledge among the general public.

Three other entities assist the MPO members in carrying out the responsibilities of the MPO's 3C planning process through policy implementation, technical support, and public participation:

- The *Transportation Planning and Programming Committee*, acting on behalf of the MPO members, meets regularly to provide ongoing coordination of planning efforts taking place within the region. It consists of a representative from each MPO member, with the EOT representative serving as chairperson. The committee is responsible for managing the certification process, making recommendations to the MPO, and supervising MPO operations by providing direction to the Central Transportation Planning Staff (CTPS). This includes overseeing the work described in this UPWP and approval of CTPS's hirings of professional staff. The Advisory Council is a voting member of this committee.
- The *Central Transportation Planning Staff (CTPS)* was created by the MPO to carry out general and 3C transportation planning activities on its behalf and to provide agencies with analyses required for the work described in this document.
- The *MAPC subregional groups (SRGs)* bring together representatives (usually appointed or elected officials or their staff) of the communities within a subregion of the MAPC district to address shared concerns regarding transportation and land use. MAPC has promoted and supported the formation of SRGs in order to foster better communication and cooperation

among communities. They have played an important role in the MPO's participatory process, including the development of TIP and UPWP project priorities.

THE TRANSPORTATION PLANNING PROCESS

The Boston Region MPO is responsible for carrying out the 3C planning process in the Boston region and has established the following objectives for the process:

- To identify transportation problems and develop possible solutions to them
- To strike a balance between short-range and long-range considerations, so that beneficial incremental actions undertaken now reflect an adequate understanding of probable future consequences and possible future options
- To take into account both regional and local considerations, and both transportation and nontransportation objectives and impacts in the analysis of project issues
- To assist implementing agencies in putting policy and project decisions into effect in a timely fashion, with adequate consideration of environmental, social, fiscal, and economic impacts and with adequate opportunity for participation by other agencies, local governments, and the public
- To assist implementing agencies in assigning priorities to transportation activities in a manner consistent with the region's needs and resources
- To maintain MPO compliance with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), the Americans with Disabilities Act (ADA), and the Clean Air Act (CAA)

THE UPWP PROJECT SELECTION PROCESS

Each year the MPO considers projects for inclusion in the annual update of the UPWP through its UPWP Subcommittee, which was established by the Transportation Planning and Programming Committee. This year, after determining which projects in the fiscal year (FY) 2005 UPWP would be carried forward into the FY 2006 UPWP, CTPS reviewed the Regional Transportation Plan, the PMT, recommendations of the 2005 Congestion Management System report, and letters received during the comment period on the FY 2005 UPWP to generate potential new projects to be considered for the new UPWP. In addition, in March and April, CTPS met with MAPC's subregional groups to discuss their respective planning needs and to solicit study ideas. In March, the MPO also sponsored an all-day open house for informing members of the public about the way in which transportation planning is conducted in the region and how to provide input into the development of the UPWP and the TIP.

CTPS summarized the results of the above outreach efforts and presented a universe of projects to the UPWP Subcommittee for consideration. The subcommittee met six times to evaluate the project ideas and recommended to the Transportation Planning and Programming Committee a program of projects for inclusion in the draft FY 2006 UPWP that was based on the availability

of funding, planning priorities, state and federal guidelines, and other considerations described below. The Transportation Planning and Programming Committee approved the recommendations of the UPWP Subcommittee on June 23, 2005.

Consistency with Federal Planning Regulations

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

This legislation requires all MPOs to carry out the 3C process. Activities the MPOs must perform to meet this requirement are:

- Production of the RTP, the TIP, and the UPWP
- Establishment and oversight of the public participation process
- Maintenance of transportation models and data resources to support air quality conformity determinations as well as long-range and short-range planning efforts

Consistency with Other Federal Legislative Requirements

Title VI of the 1964 Civil Rights Act and Executive Order 12898

Title VI of the 1964 Civil Rights Act forbids federal agency discrimination on the basis of race, color, national origin, age, sex, disability, or religion. This act and subsequent legislation and implementing regulations provide that persons may not be excluded, denied benefits, or discriminated against on these bases. This applies to all U.S. Department of Transportation programs, policies, and activities. It is the foundation of current environmental justice policies and regulations.

Executive Order 12898, dated February 11, 1994, expands upon Title VI, requiring each federal agency to achieve environmental justice by identifying and addressing any disproportionately high adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority or low-income populations.

On April 15, 1997, the U.S. Department of Transportation issued its Final Order to Address Environmental Justice in Minority Populations and Low Income Populations. Among other provisions, this order requires programming and planning activities to:

- Explicitly consider the effects of transportation decisions on minority and low-income populations
- Provide meaningful opportunities for public involvement by members of minority and low-income populations
- Gather (where relevant, appropriate, and practical) demographic information such as the race, color, national origin, and income level of the populations affected by transportation decisions
- Minimize or mitigate any adverse impact on minority or low-income populations

The 1990 Clean Air Act

Conformity determinations must be performed for capital improvement projects that receive federal funding and for those that are considered regionally significant, regardless of funding source. These determinations must show that the MPO's RTP and TIP will not cause or contribute to any new air quality violations, will not increase the frequency or severity of any existing air quality violations in any area, and will not delay the timely attainment of the air quality standards in any area.

Transportation control measures (TCMs) identified in the State Implementation Plan (SIP) for the attainment of air quality standards are federally enforceable and must be given first priority when using federal funds. Such projects include parking freeze programs in Boston and Cambridge, statewide rideshare regulations, rapid transit and commuter rail extension programs, park-and-ride facilities, residential parking sticker programs, and the operation of high-occupancy-vehicle lanes.

The Americans with Disabilities Act

Title III of the Americans with Disabilities Act requires all transportation projects, plans, and programs to be accessible to people with disabilities. At the MPO level, this means that public meetings must be held in accessible buildings and MPO materials must be made available in accessible formats.

Consistency with Federal Planning Emphasis Areas

Each year the Federal Transit Administration and Federal Highway Administration identify planning emphasis areas to promote priority themes for consideration, as appropriate, in the transportation planning process.

This year, the following key planning themes were identified:

- Addressing safety and security issues in the transportation planning process
- Integrated planning and environmental processes
- Consultation with local officials
- Enhancing the technical capacity of the planning process

Projects specifically relating to these planning emphasis areas are identified in Chapters 4 through 8. A summary of the amount of money being spent for these projects can be found on page 9-11.

Coordination with Other Planning Activities

Regional Transportation Plan

The MPO considered the degree to which a proposed UPWP project would forward the policies of its RTP. The MPO also reviewed UPWP projects within the context of the recommended projects included in the RTP.

Congestion Management System (CMS) Program

The purpose of the CMS program is to monitor transit, roadway, and park-and-ride facilities in the MPO region and identify “problem” locations. Projects that help address problems identified in the CMS report were considered for inclusion in this UPWP.

“Fix It First” and “Communities First” Policies and Sustainable Development Principles

The state’s Office for Commonwealth Development established two core transportation policies to be integrated into the transportation planning process. The “Fix It First” and “Communities First” policies help to integrate the diverse needs for housing, jobs, and transportation, and for historic, cultural, and natural resources by promoting the coordination and cooperation of all agencies, investing funds in “smart growth” and sustainable development, and giving priority to investments that will deliver living-wage jobs, transit access, housing, open space, and community-serving enterprises.

The MBTA Program for Mass Transportation (PMT)

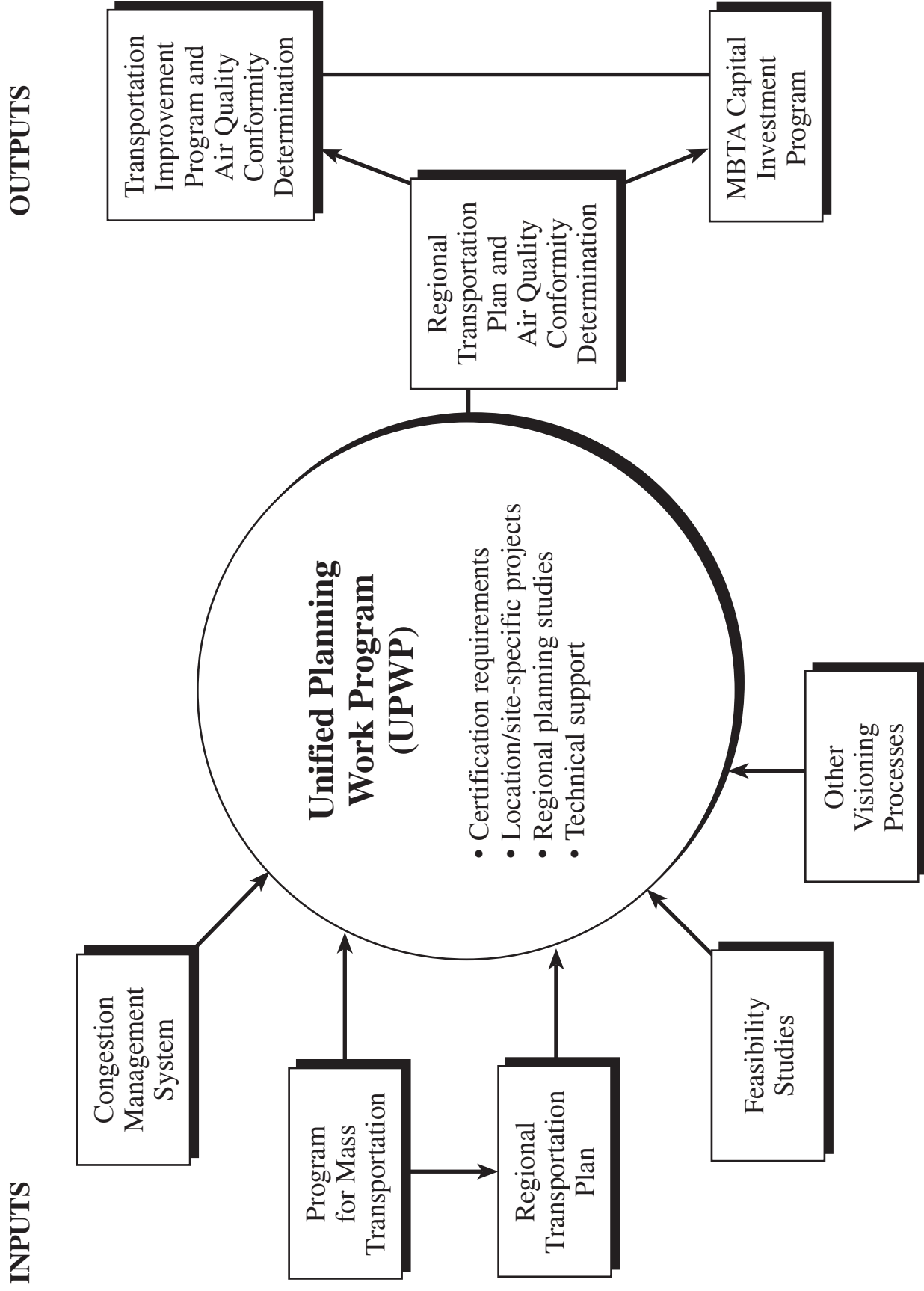
In May 2003, the MBTA adopted a new PMT, which is the MBTA’s long-range capital plan. The PMT was approved by the MBTA Advisory Board with extensive public involvement. The PMT includes projects currently under study in this UPWP, and it also identifies potential studies for inclusion in a future UPWP.

The chart on the following page depicts how the UPWP relates to the above planning activities. In addition, this coordination is identified in the project listings shown in chapters 4 through 8, both in the project descriptions and in the circular graphic at the head of each project listing.

Other Considerations

The selection of projects for the UPWP also takes into consideration the availability of CTPS time and the impact of new projects on the MPO’s existing work program. Another factor influencing the outcome of project selection is the availability of funds for a project’s design and construction. Projects which have design and construction funds readily available are given priority.

Relationship of UPWP to Other Transportation Planning Documents



FUNDING THE PROJECTS

The funding for the projects included in this UPWP (presented in chapters 4 through 8) comes from a variety of federal and state sources, as described below. The source of funds has important implications with regard to which agency or organization is responsible for programming them as well as the MPO's vote to approve both the UPWP and the subsequent work scopes for the projects included in it. The purview of the MPO's vote is included in each of the funding descriptions.

FHWA 3C Planning (PL) These are FHWA planning funds distributed to MassHighway, according to an allocation formula established by federal legislation, to carry out the 3C planning process. MassHighway distributes these funds to Massachusetts MPOs according to a formula based on population. The FY 2006 3C PL funding allocation for the Boston Region MPO is \$2,829,600. The MPO votes on both the use of funds and the use of MPO staff for projects in this funding category.

FHWA/MassHighway Statewide Planning and Research (SPR) As in the case of 3C PL funds, FHWA provides Statewide Planning and Research (SPR) funds to MassHighway according to a distribution formula. MassHighway uses these funds to carry out planning and research projects throughout the state. This UPWP contains only those SPR projects to be conducted in the Boston Region MPO area. However, MassHighway provides a complete listing of how these funds are distributed statewide in a document called the SPR Transportation Planning Work Program. SPR funds in the amount of \$926,000 are programmed in this UPWP for projects to be conducted by MPO staff. The MPO's role is to approve use of MPO staff for projects in this category and to make recommendations on work scopes for implementing them. The MPO's role in these projects is crucial to the 3C process because it provides an opportunity to coordinate projects with other, related transportation work efforts that may be planned for the same area.

FTA/EOT, MBTA and MAPC Local Match FTA provides 3C planning funds for transit projects to MPOs under Section 5303 of the Federal Transit Act. These funds require a local match, are distributed according to an allocation formula, and are administered by MAPC. The allocation in this UPWP, including the total local match provided by EOT and MAPC, is \$1,496,800 for projects to be conducted by MPO staff. As with the FHWA 3C PL funds, the MPO votes on both the use of these funds and the use of MPO staff on projects in this category.

MBTA The MBTA provides \$952,800 in funding for this UPWP for transit projects to be conducted by MPO staff. As in the case of the SPR funds described above, the MPO's role is to approve the use of MPO staff time for these projects and to make recommendations on the work scopes for implementing them.

Other This UPWP also includes \$122,000 in funding from other sources for work being conducted by MPO staff for Massport and the National Park Service. The MPO's role is to vote to approve the use of MPO staff time for these projects and to make recommendations on the work scopes for implementing them.

MONITORING THE PROJECTS

The following procedures for monitoring the projects in this UPWP were approved by the MPO's Transportation Planning and Programming Committee.

- *A project work scope* must be approved by the Transportation Planning and Programming Committee prior to the start of any CTPS project activity.
- *Monthly progress reports* on all active projects must be submitted to the respective funding agency by CTPS and/or MAPC. The reports must include the following information for each project:
 - The objectives that had been set for each reporting period
 - The accomplishments of the period
 - Any previous objectives that were not met, including the reasons why and the impact on the project and related projects
 - Any change to the scope, the amount of additional funding necessitated by the change, and the proposed funding source
 - The percentage of the project's work scope completed and the percentage of the project's budget expended
- *A UPWP Status Report* is presented quarterly by CTPS to the Transportation Planning and Programming Committee's UPWP Subcommittee. It compares the UPWP project budgets with actual project spending. The subcommittee then recommends necessary adjustments to the UPWP project budgets to the Transportation Planning and Programming Committee.
- *Transportation Planning and Programming Committee approval* for release of a project's work products is based on whether the objectives as stated in the work scope were met, whether the stated deliverables were produced, and whether the project schedule and budget were adhered to.

AMENDMENTS AND ADJUSTMENTS TO THE UPWP

Amendments may be made to the UPWP, when necessary, throughout the year. If an amendment is under consideration, Advisory Council member entities and other interested parties, including any affected communities, are notified. Legal notice is placed in the region's major daily newspaper and posted on the MPO's Web site at least 35 days in advance of MPO action. Citizens may attend and present comments at the Transportation Planning and Programming Committee and MPO meetings at which amendments are discussed. UPWP amendments are very rare and are only likely to occur in the event of an emergency or to take advantage of an extraordinary funding opportunity.

2 STATUS OF THE FISCAL YEAR 2005 UPWP PROJECTS CONDUCTED BY BOSTON REGION MPO STAFF

During FY 2005, 59 projects were expected to be conducted by the Central Transportation Planning Staff (CTPS) of the Boston Region Metropolitan Planning Organization (MPO) and by the Metropolitan Area Planning Council (MAPC) on behalf of the MPO. For the purpose of reporting here on the status of these projects, they have been divided into three categories:

- *Completed* – These projects are either already completed or expected to be completed by October 1, 2005, when this document goes into effect.
- *Continuing* – This is one of two categories of projects that continue from FY 2005 into FY 2006. It is distinctly different than the other such category, “ongoing” (described below), in that it covers planning studies that have specific start and end dates. The percentage completed as of October 1, 2005, for these projects is included in the project descriptions presented in Chapters 6 through 8.
- *Ongoing* – These projects support and continue the transportation planning process from year to year and thus have no start or end date.

The tables on the following pages list FY 2005 projects by category and their budgets for that year. Following the tables is a complete listing of MPO work products resulting from the FY 2005 UPWP. Information is provided on how to obtain copies of reports approved by the MPO’s Transportation Planning and Programming Committee.

COMPLETED FY 2005 UPWP PROJECTS WITH BUDGETS AND FUNDING SOURCES

	MPO Highway \$ (3C PL)	Mass- Highway \$ (SPR)	MPO Transit \$ (\$5303)	MBTA \$ (\$5303)	MBTA \$	Other \$	Total \$
2004-05 Route I-93 N and Southeast Expressway HOV Lane Monitoring		36,000					36,000
Assembly Square, Somerville, Station Feasibility Study						6,000	6,000
Braintree Split (I-93 S & Route 3 S) Reconnaissance Study		12,000					12,000
MBTA 2004 National Transit Database: Directly Operated Bus				3,000			3,000
MBTA 2004 National Transit Database: Purchased Bus				1,000			1,000
MBTA Bus Service Data Collection III				37,000			37,000
North Suburban Transit Opportunities Study, Phase II			8,000				8,000
Regional Freight Study		20,000				10,000	30,000
Regionwide Suburban Transit Opportunities Study, Phase II			8,000				8,000
Route 28 Corridor Study (Cambridge, Somerville, Medford)		18,000					18,000
Routes 1A, 114, and 107 in Salem and Beverly	59,300						59,300
South Shore Coalition Subregional Study	35,000						35,000
Support to the Statewide Transportation Plan		100,000					100,000
Top 1,000 Traffic Accident Locations		18,000					18,000
Subtotal	\$94,300	\$204,000	\$16,000	\$41,000	\$16,000	\$16,000	\$371,300

CONTINUING FY 2005 UPWP PROJECTS WITH BUDGETS AND FUNDING SOURCES

	MPO Highway \$ (3C PL)	Mass- Highway \$ (SPR)	MPO Transit \$ (\$5303)	MBTA \$ (\$5303)	Other \$	Total \$
Belmont, Lexington, and Waltham Subarea Study	84,400					84,400
Green Line Extension to Medford				35,000		35,000
I-495 Circumferential Transit Study			50,000			50,000
I-495 Corridor Transportation Study		50,000				50,000
Lowell National Park Trolley Extension Study Support					70,000	70,000
Lucent Technologies Commuter Rail Station Feasibility Study						
Massport Transportation Studies					70,000	70,000
MBTA 2005 Fare-Mix Study				63,500		63,500
MBTA 2005 National Transit Database: Directly Operated Bus				55,000		55,000
MBTA 2005 National Transit Database: Purchased Bus				24,000		24,000
MBTA Bus Deployment Study				150,000		150,000
MBTA Rider Oversight Committee Support				24,000		24,000
Mid-North Shore Subregional Study	84,400		15,600			100,000
North Shore Improvements DEIS: Revere-to- Salem Corridor				64,000		64,000
Route I-93/I-95 Woburn/Reading Interchange Alternatives		100,000				100,000
Routes 110 and 113 Rotary Interchange Study, Methuen		50,000				50,000

CONTINUING FY 2005 UPWP PROJECTS WITH BUDGETS AND FUNDING SOURCES (CONT.)

	MPO Highway \$ (3C PL)	Mass- Highway \$ (SPR)	MPO Transit \$ (\$5303)	MBTA \$ (\$5303)	MBTA \$	Other \$	Total \$
Silver Line Project Support					80,000		80,000
Statewide Planning Assistance		494,100					494,100
Urban Ring Environmental Impact Report, Phase II					100,000		100,000
Subtotal	\$168,800	\$694,100	\$65,600	\$150,000	\$445,500	\$140,000	\$1,664,000

ONGOING PROJECTS FROM THE FY 2005 UPWP WITH BUDGETS AND FUNDING SOURCES

	MPO Highway \$ (3C PL)	Mass- Highway \$ (SPR)	MPO Transit \$ (\$5303)	MBTA \$ (\$5303)	MBTA \$	Other \$	Total \$
3C Planning Process and Public Outreach Activities	496,100		212,600				708,700
Air Quality Conformity Determinations	10,500		4,500				15,000
Air Quality Support Activities	35,000		15,000				50,000
Bicycle/Pedestrian Studies	35,000		15,000				50,000
Computer Resource Management	229,000		98,100				327,100
Congestion Management System Monitoring Program	200,000						200,000
Data Resources Management	238,400		102,200				340,600
Direct Support	51,000	14,700	12,100				77,800
Disability Access Support	37,500		62,500				100,000
Environmental Justice Committee Support and Studies	91,000		39,000				130,000
MBTA Bus Service Data Collection IV					341,600		341,600
MBTA Service Benchmarking			25,000	25,000	89,200		139,200
Mobility Assistance Program and §16(b)(2) Review			5,000				5,000
Program for Mass Transportation (PMT)–Generated Studies				42,800	78,100		120,900
Regional Model Enhancement	138,200	231,800	100,000				470,000
Regional Transportation Plan	70,000		30,000				100,000
Study Refinements		12,400					12,400

ONGOING PROJECTS FROM THE FY 2005 UPWP WITH BUDGETS AND FUNDING SOURCES (CONT.)

	MPO Highway \$ (3C PL)	Mass- Highway \$ (SPR)	MPO Transit \$ (\$5303)	MBTA \$ (\$5303)	MBTA \$	Other \$	Total \$
Transportation Improvement Program	84,000		36,000				120,000
Transportation Improvement Program: Support to Committees	30,200		13,000				43,200
Travel Operations Analysis			17,000				17,000
Unified Planning Work Program	35,000		15,000				50,000
	Subtotal	\$1,780,900	\$258,900	\$802,000	\$67,800	\$508,900	\$3,418,500
Total (completed, continuing and ongoing projects)	\$2,044,000	\$1,157,000	\$883,600	\$217,800	\$995,400	\$156,000	\$5,453,800

WORK PRODUCTS OF THE FY 2005 UPWP

Listed below are the reports, memoranda, and other MPO work products that were associated with the projects in the FY 2005 UPWP. Memoranda and other work products are produced for the client agency. Reports and certification documents, however, are available at the State Transportation Library. They may also be requested by contacting CTPS at (617) 973-7100 (voice), (617) 973-7089 (TTY), or bostonmpo@ctps.org (e-mail). Many of these work products are available for downloading from the MPO's Web site at www.bostonmpo.org.

MPO Certification Documents

Air Quality Conformity Redetermination of the 2004 Regional Transportation Plan and the Fiscal Years 2005–09 Transportation Improvement Program

Fiscal Years 2005–09 Transportation Improvement Program Amendments Fiscal Years 2006–10 Transportation Improvement Program (TIP) and Determination of Air Quality Conformity

Fiscal Year 2006 Unified Planning Work Program

CTPS Reports

Boston Region Metropolitan Planning Organization and MBTA Title VI Reports

I-93/Southeast Expressway/Route 3 (Braintree Split) Operational Assessment and Potential Improvements (pending approval)

Mobility in the Boston Region: Existing Conditions and Next Steps: The 2004 Congestion Management System Report

North Suburban Transit Opportunities Study, Phase II

Regional Freight Study (pending approval)

Regionwide Suburban Transit Opportunities Study, Phase II (pending approval)

Route 28 Corridor Study (pending approval)

Routes 1A, 114, and 107 in Salem and Beverly Study (pending approval)

South Shore Coalition Subregional Study (pending approval)

CTPS Technical Memoranda (Listed by Subject)

Improvements to Signalized Intersections in the Inner Core

Ridership and Passenger-Mile Estimates for Fiscal Year 2004 National Transit Database:
Directly Operated Bus

Ridership and Passenger-Mile Estimates for Fiscal Year 2004 National Transit Database:
Purchased Bus

Other CTPS Work Products

- 2004–2005 I-93 North and Southeast Expressway High-Occupancy-Vehicle Lane Utilization Documentation
- Accessible formatting of the Transportation Improvement Program and amendments, the Unified Planning Work Program, and meeting minutes and handouts of the Regional Transportation Advisory Council and Access Advisory Committee to the MBTA (AACT)
- FY 2005 Public Involvement Program
- GIS maps, computer map files, databases, and data analyses
- MBTA bus trip summaries, load profiles, and other summary tables from winter, spring, and fall 2004 and 2005 data collection efforts
- MPO, Transportation Planning and Programming Committee, Regional Transportation Advisory Council, and AACT: meeting minutes, staff support, and database maintenance
- MPO Web site (www.bostonmpo.org) and CTPS intranet site maintenance
- National Transportation Week display materials
- Suburban Mobility Program letters of solicitation, applications, and committee support
- TIP Project Information Forms, Instructional Handbook, and Web-based data
- Transportation-related data for Assembly Square and its vicinity
- Travel demand forecasting
- *TRANSREPORT*, the MPO's monthly newsletter
- Work scopes for Transportation Planning and Programming Committee approval

MAPC Work Products

- Creation of a GIS coverage and related database of MAPC-reviewed projects and their mitigation commitments

- Database development of community, subregion, and corridor population and employment, and visual displays and analysis of this information
- GIS technical assistance and support for transportation planning in the region
- Implementation of the statewide bicycle and pedestrian plans, and work on bicycle/pedestrian-related issues, including coordination with relevant national, state, and regional organizations
- Interagency coordination, work scopes, participation in advisory and corridor committees, public participation, FY 2005 MPO elections, and attendance at relevant meetings
- Participation in a variety of specific project reviews and related activities
- Project evaluations and development of new project evaluation tools
- Provision of information to the MAPC Executive Committee, MAPC officers, and MAPC subregional groups on MPO transportation activities and issues
- Preparation of monthly meeting agendas, coordination with transportation agencies, traffic study reviews, reports to the Transportation Planning and Programming Committee, subregion and corridor advisory committee meeting support, and prioritization assistance
- Support and technical assistance in developing and implementing the MPO's Regional Suburban Mobility Improvement Program
- Support for the regional Transportation Demand Management and Transportation Enhancement Selection Committees
- Support for TIP criteria refinement and implementation and for the Transportation Planning and Programming Committee's TIP Criteria Task Force
- Technical assistance for Air Quality, Enhancement and Mobility Assistance Programs

3 INDEX OF PROJECTS BY AGENCY

This chapter indexes the projects by the agency responsible for leading the work effort. It is intended both to facilitate finding specific projects in this document and to provide a summary of what parts of this UPWP each agency is conducting.

Central Transportation Planning Staff

2005–06 I-93 North and Southeast Xway HOV Lane Monitoring	7-2
3C Planning Process and Public Outreach Activities	5-2
Air Quality Conformity Determinations	5-5
Air Quality Support Activities	5-6
Belmont, Lexington, and Waltham Subarea Study (CTPS)	7-3
Bicycle/Pedestrian Improvements in Town Centers	7-5
Bicycle/Pedestrian Studies	7-6
Boston Region MPO Title VI Reporting	5-7
Computer Resource Management	4-2
Congestion Management System Monitoring Program	7-7
Data Resources Management	4-3
Direct Support	4-4
Disability Access Support	5-8
Green Line Extension to Medford DEIR/DEIS Support	7-8
I-495 Circumferential Transit Study	7-9
I-495 Corridor Transportation Study	7-10
Lowell National Park Trolley Extension Study Support	8-5
Lucent Technologies Commuter Rail Station Feasibility Study	6-2
Massport Transportation Studies	7-12
MBTA 2005 Fare-Mix Study	8-6
MBTA 2005 National Transit Database: Directly Operated	8-7
MBTA 2005 National Transit Database: Purchased Bus	8-8
MBTA 2006 National Transit Database: Directly Operated	8-9

Central Transportation Planning Staff (cont.)

MBTA 2006 National Transit Database: Purchased Bus	8-10
MBTA Bus Deployment Study	8-11
MBTA Bus Service Data Collection IV	8-12
MBTA Rider Oversight Committee Support	8-14
MBTA Service Benchmarking	7-13
MBTA Transit Signal Priority Study	7-14
Mid-North Shore Subregional Study	7-15
Mobility Assistance Program and §5310 Review	8-15
Newton Corner Rotary Study	6-3
North Shore Improvements DEIS: Revere-to-Salem Corridor	7-16
Program for Mass Transportation (PMT)–Generated Studies	8-16
Regional Equity/Environmental Justice Support	5-11
Regional Model Enhancement	5-12
Regional Transportation Plan	5-13
Regionwide Suburban Transit Opportunities Study, Phase III	7-19
Route 2/Alewife Brook Parkway Traffic Study	6-4
Routes 110 and 113 Rotary Interchange Study, Methuen	6-5
Routes I-93/24 Interchange Improvements	6-6
Routes I-93/I-95 Woburn/Reading Interchange Alternatives	6-7
Silver Line Phase II Before-and-After Study	8-17
Silver Line Project Support	7-20
Statewide Planning Assistance	8-18
Support to the Statewide Transportation Plan	8-20
Transportation Improvement Program (CTPS)	5-15
Travel Operations Analysis	8-20
Urban Ring Environmental Impact Report, Phase II	7-21

City of Somerville

Assembly Square Orange Line Station	A-2
-------------------------------------	-----

Colleges and Universities

Region One University Transportation Center	A-4
---	-----

CTPS and MAPC

Unified Planning Work Program	5-18
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Executive Office of Transportation

I-93/I-95 Interchange, Woburn/Reading	A-2
Massachusetts Freight Rail Plan	A-3

Executive Office of Transportation (cont.)

Statewide Bicycle Plan Update	A-5
Statewide Transportation Plan	A-5

MassHighway

Intelligent Transportation Systems Development and Implementation	A-3
---	-----

MBTA

Beyond Lechmere	A-2
Bus Maintenance Facility Planning/Design	A-2
MBTA Facilities Needs Assessment	8-13
North Shore Draft Environmental Impact Statement (DEIS) on Transit Improvements between Revere and Salem	A-3
Urban Ring Revised Draft Environmental Impact Report/Draft Environmental Impact Statement, Phase II	A-5
Worcester Service Expansion Study	A-6

Metropolitan Area Planning Council

Alternative-Mode Planning and Coordination	8-2
Belmont, Lexington, and Waltham Subarea Study (MAPC)	7-4
Land Use Development Project Reviews	7-11
MPO/MAPC Liaison and Support Activities	5-9
Regional Vision: MetroFuture	7-17
Subregional Support Activities	5-14
Support to Regional Transportation Plans	8-19
Transportation Improvement Program (MAPC)	5-17

4 ADMINISTRATION AND RESOURCE MANAGEMENT PROJECTS

Chapters 4 through 8 present project descriptions and budget information for transportation planning work efforts that will be carried out between October 1, 2005, and September 30, 2006. The activities described in these chapters will be conducted by the Central Transportation Planning Staff (CTPS) of the Boston Region Metropolitan Planning Organization, by other agencies acting on behalf of the MPO, or by the Metropolitan Area Planning Council (MAPC).

As described in Chapter 1, the projects in the UPWP are funded by a variety of federal and state sources. Each project description identifies the project's funding source or sources. With respect to funding, there are two types of projects:

- Projects funded with federal 3C planning funds, to be carried out by CTPS or other agencies acting on behalf of the MPO. The MPO programs these funds and approves the use of staff time.
- Projects funded from other sources, both state and federal, to be carried out CTPS for an individual transportation agency. The MPO approves the use of staff time on these projects and provides guidance to the implementing entities on their coordination with other planning efforts.

In reviewing the project listings, it is important to remember that the 3C transportation planning process is a coordinated effort that is often carried out simultaneously by several agencies. For example, when the MBTA hires a consultant to prepare an environmental impact report for a transit project, CTPS may provide the travel demand and air quality modeling for the consultant and MAPC may perform land use analysis. Thus, if the same project is mentioned in more than one place in this UPWP, it is because of this kind of interagency coordination. To help clarify the distinctions between the various work efforts, cross-referencing is provided, where appropriate, to show the interrelationship among projects.

The administration and resource management projects, presented in this chapter, are:

Project ID #	Project Name	Page
60415–60492	Computer Resource Management	4-2
60110–60600	Data Resources Management	4-3
90000	Direct Support	4-4

COMPUTER RESOURCE MANAGEMENT

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 60415–60492

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

In order to carry out its functions, CTPS maintains state-of-the-practice computer resources through the following tasks:

60415 Computer Room Management and Single-User Computer Support:

- Planning, monitoring, and maintaining computer room space and facilities.
- Purchasing and maintaining CTPS computer hardware, systems and applications software, and as any other equipment that supports single-user computers.
- Creating new computer procedures that support CTPS analytical, administrative, and documentation tasks. Maintaining and enhancing computer procedures where program maintenance and enhancement are no longer available from the original vendor.

60435 Computer Servers and Network Support:

- Purchasing and maintaining server hardware and systems and application software, as well as any other equipment that supports the use of servers.
- Purchasing and maintaining all CTPS network and communications software, as well as any other equipment that supports the use of network and communications equipment.

60455 System Administration and Other Computer Resources Support:

- Managing and maintaining hardware and software resources for all CTPS computer systems. Increased emphasis will be given to the security and integrity of all hardware, software, and data resources.
- Assisting staff in the use of computer resources, organizing and distributing vendor-supplied manuals, and, where appropriate, providing written and online user guides for particular resources.
- Working with other public agencies, including MAPC, to encourage appropriate sharing of computer resources and techniques.
- Purchasing computer-related items, supplies, and equipment, including maintenance contracts for computer resources, where appropriate.

60492 Computer Resource Planning: Updating the CTPS Five-Year Plan for Computer Resource Development in coordination with the development of the CTPS budget for the next fiscal year.

FY 2006 Activities and Expected Work Products: Work on these tasks will continue as described above.

FHWA/FTA Grant Application Task and Element: 44.26.04

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
300,000			300,000	209,500		90,500			

DATA RESOURCES MANAGEMENT

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 60110–60600

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

CTPS provides travel data and analyses at the regional, corridor, and site-specific levels. The variety of tasks encompassed by this work may be grouped within the following categories:

60110 Resources Management: CTPS will maintain and improve a database that includes census data; updated travel, infrastructure, and service data; and products of CTPS analysis. CTPS will continue to refine the database for its geographic information system (GIS) and will obtain land use, statewide digital orthophotography, and other data as they become available. Available historical, transportation, land use, and socioeconomic data will also be compiled.

60120 Travel Data: Data on travel patterns within the region will be processed and analyzed. Data handled as part of this project include, but are not limited to, ridership survey data, traffic counts, ridership counts, and crash data.

60130 Socioeconomic Data: CTPS will continue to process census data and to analyze patterns indicated by historical changes. Web-enabled software and other technical tools to enhance data extraction, analysis, and presentation will also be developed.

60140 Miscellaneous Data: Data coming from CTPS surveys and other sources on subjects such as land use, local zoning regulations and other geographic factors, vehicle registration, and transit service will be processed and analyzed.

60201 Response to Data Requests: Data will be processed or analyzed upon request to meet the needs of local, state, and federal government agencies and private institutions and firms.

60600 Geographic Information System/Database Management System (GIS/DBMS): CTPS will continue to develop databases for use with its GIS/DBMS. CTPS will also coordinate database development and data distribution with other state transportation agencies in order to prevent duplication of effort, ensure data quality, and reduce costs. The GIS/DBMS software capabilities will be made available to additional staff through training programs and the development of Web-enabled software applications. Assistance will also be given in identifying aspects of MPO work that can benefit from specific GIS/DBMS capabilities.

FY 2006 Activities and Expected Work Products: GIS maps, computer map files, consolidated databases, data analyses, and responses to data requests.

FHWA/FTA Grant Application Task and Element: 44.22.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
350,000			350,000	244,000		106,000			

DIRECT SUPPORT

STAFF: Central Transportation Planning Staff

CLIENT: Boston Region MPO/MassHighway/MBTA

ID #: 90000

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

CTPS provides integral direct support to all CTPS projects and functions in the following areas:

Computer Equipment: CTPS computer needs are programmed in the CTPS Five-Year Plan for Computer Resource Development, as amended.

Travel: Periodically, the U.S. Department of Transportation (the Federal Highway and Federal Transit Administrations) and other organizations sponsor courses and seminars that enhance the ability of staff to do project work; the costs of registration, travel, and living accommodations associated with attending such programs are direct support expenditures. Mileage expenses associated with project work are also charged as direct-support expenditures; however, these expenditures do not require prior approval.

Other: There are various expenditures that can arise over the term of this UPWP, such as printing, postage, and data processing services. These expenditures can become necessary when producing a project report or conducting a survey to obtain data that is sufficiently current and project-specific. The costs associated with printing survey forms, postage for return mail, and services for preparing and processing data for specific projects are direct-support expenditures.

FY 2006 Activities and Expected Work Products: Computer and general office equipment, professional consultant services, in-state project-related travel, out-of-state travel associated with staff attendance at professional and training conferences.

FHWA/FTA Grant Application Task and Element: 44.27.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
70,000			70,000	10,000	55,000	5,000			

5 CERTIFICATION REQUIREMENTS

The projects in this chapter are categorized as certification requirements because they include work that the MPO must do to maintain its certification by the Federal Highway Administration and the Federal Transit Administration. The projects also include activities that are necessary for compliance with federal and state laws, such as the federal Clean Air Act and Americans with Disabilities Act. The projects in this category are:

Project ID #	Project Name	Page
90011–90090	3C Planning Process and Public Outreach Activities	5-2
10112	Air Quality Conformity Determinations	5-5
90061	Air Quality Support Activities	5-6
11355	Boston Region MPO Title VI Reporting	5-7
90024&28	Disability Access Support	5-8
MAPC 1	MPO/MAPC Liaison and Support Activities	5-9
11131&32	Regional Equity/Environmental Justice Support	5-11
11244	Regional Model Enhancement	5-12
10101	Regional Transportation Plan	5-13
MAPC 2	Subregional Support Activities	5-14
10103	Transportation Improvement Program (CTPS)	5-15
MAPC 3	Transportation Improvement Program (MAPC)	5-17
10104	Unified Planning Work Program	5-18



STAFF: Central Transportation Planning Staff

CLIENT: Boston Region Metropolitan Planning Organization

ID #: 90011–90090

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

The following projects are called 3C activities because they support the federally mandated continuing, coordinated, and cooperative transportation planning process.

Support to the MPO

90011 Support to the MPO and Its Subcommittees: (\$301,100) Support includes developing agendas for meetings, preparing background materials, compiling the meeting package for mailing, recording minutes of meetings, and maintaining mailing lists. CTPS conducts liaison activities between the Boston Region MPO and other state MPOs and agencies regarding MPO plans, policies, and funding. CTPS provides support to members of the MPO, including outreach and education assistance and other coordination assistance. CTPS also provides support to the MPO by researching and analyzing 3C planning issues, preparing information for decision-making, analyzing work priorities, and providing day-to-day management of projects listed in the UPWP. This includes providing support to the Transportation Planning and Programming Committee's subcommittees, such as the UPWP Subcommittee and the Public Participation Subcommittee, the staff will also continue to provide ongoing support to the Suburban Mobility and Transportation Demand Management Subcommittee, established in FY 2004.

Public Outreach Activities

CTPS will continue to coordinate and assist the MPO in public outreach activities and will increase its efforts related to preparation, explanation, and distribution of MPO documents, reports, and publications. This will be accomplished by:

- Providing in-house public participation support throughout CTPS and to MPO member organizations
- Increasing direct contact with local communities to learn about transportation needs, proposed projects, and other issues that have implications for the MPO planning process
- Implementing the MPO public participation procedures and preparing and distributing informational materials

Current public outreach activities are described below.

90021 Regional Transportation Advisory Council Support: (\$35,000) The Regional Transportation Advisory Council is the MPO's citizen advisory committee. CTPS provides support to this body and its subcommittees. This includes preparing agendas, minutes, and meeting summaries, attending meetings, coordinating activities, scheduling speakers, maintaining mailing lists, and producing and distributing meeting notices and packages. CTPS provides information, updates, and briefings on MPO activities, and works with the subcommittees as they conduct their planning and reviews. CTPS also supports the Advisory Council by researching and analyzing 3C planning issues and particular topics of interest and concern to the Advisory Council. The CTPS Certification Activities Group works to ensure coordination between the Advisory Council, the Access Advisory Committee to the MBTA (AACT), the MPO's Transportation Planning and Programming Committee, the MPO, and other regional agencies and committees.

**STAFF:** Central Transportation Planning Staff**CLIENT:** Boston Region Metropolitan Planning Organization**ID #:** 90011–90090**BUDGET:** Not applicable to ongoing projects**STATUS:** Ongoing

90025 *TRANSREPORT*: (\$60,000) *TRANSREPORT* is the newsletter of the MPO and is an important part of the MPO's public information program. CTPS is responsible for soliciting articles and for managing all aspects of production: writing and editing, layout, graphics, proofreading, and printing. CTPS coordinates the participation of MPO agencies and other interested organizations in the development of articles and is responsible for the newsletter's distribution in standard print, accessible formats, and electronic-transfer formats. In 2004 CTPS offered a Spanish version of the newsletter for the first time.

90026 *Public Participation Process*: (\$149,800) The MPO and CTPS will implement the Public Involvement Program and will continue to review and modify procedures as appropriate to increase the program's effectiveness. This may call for additional activities, forums, and studies, including developing recommendations for improvements to the Web site and preparation and distribution of printed materials in English, Spanish, and other languages.

90027 *Boston Region MPO Web Site, www.bostonmpo.org*: (\$70,000) For the public, for federal, state, and local officials, and for businesses the MPO's Web site provides further access to the MPO and to transportation planning information. CTPS continues to identify documents and data that are suitable for the site, monitors its use, keeps track of feedback, and performs necessary updating and maintenance of files. CTPS will continue to improve the design and navigability of the site and increase its use for public outreach efforts.

90029 *Liaison to MPOs in the Boston Urbanized Area*: (\$20,000) This task supports the Memorandum of Understanding between and among the MPOs in the recently expanded Boston Urbanized Area, as defined by the U.S. Census. It consists of staff attendance at the monthly meetings of the Southeastern Massachusetts MPO, Old Colony MPO, Merrimack Valley MPO, and Northern Middlesex MPO. CTPS serves as an information conduit for projects and activities that potentially impact the Boston Region MPO.

90019 *Subregional Outreach Efforts*: (\$25,600) CTPS staff attend monthly meetings of the MAPC subregional groups to keep them abreast of MPO activities and to coordinate subregional issues and concerns in the development of MPO documents.

Other 3C Planning Support Activities

90012 *Professional Development*: (\$2,300) The Boston Region MPO staff maintains its technical expertise in part by participation in courses, programs, and workshops offered by the Federal Highway and Transit Administrations, the Transportation Research Board, the Association of Metropolitan Planning Organizations, the Institute of Transportation Engineers, and other public and private organizations. Previous professional development endeavors have included topics such as traffic engineering issues and applications, regional modeling, bicycle/pedestrian issues, transit planning, and air quality analysis.

3C PLANNING PROCESS AND PUBLIC OUTREACH ACTIVITIES (CONT.)



STAFF: Central Transportation Planning Staff

CLIENT: Boston Region Metropolitan Planning Organization

ID #: 90011-90090

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

90090 General Graphics: (\$45,000) Graphics support will be provided to the CTPS staff and the MPO agencies in the design and production of maps, charts, illustrations, report covers, brochures, slides, photographs, and other graphics. One of the areas of work to which graphics support will be particularly integral is the CTPS geographic information system (GIS).

FY 2006 Activities and Expected Work Products: MPO and Transportation Planning and Programming Committee agendas, minutes, and reports; Web site expansion and maintenance; monthly issues of *TRANSREPORT*; maps and graphics for reports; public outreach materials; advice, assistance, and analysis regarding planning issues, as requested by the MPO, the MPO's Transportation Planning and Programming Committee, and the Regional Transportation Advisory Council; Regional Transportation Advisory Council meeting minutes, records maintenance, and mailings; and refinement and maintenance of public outreach databases and listserves.

The above activities support all other projects in this UPWP.

FHWA/FTA Grant Application Task and Element: 44.21.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
709,000			709,000	495,000		214,000			



AIR QUALITY CONFORMITY DETERMINATIONS

STAFF: Central Transportation Planning Staff

CLIENT: Boston Region Metropolitan Planning Organization

ID #: 10112

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

Analysis and documentation to demonstrate plan, program, and project conformity with the 1990 Clean Air Act (CAA) are provided annually. The Boston region has been classified as a nonattainment area for the one-hour ozone standard. The city of Boston, the surrounding cities and towns, and the city of Waltham are classified as maintenance areas for carbon monoxide (CO). To continue receiving federal transportation funding, the region must show that, overall, the Boston region's federally funded transportation programs improve air quality in a manner consistent with the Massachusetts State Implementation Plan (SIP).

FY 2006 Activities and Expected Work Products: Conformity determinations, including a detailed analysis of air quality impacts (VOCs, NO_x, and CO) of the projects in the 2007 Regional Transportation Plan (RTP) and the fiscal years 2007–11 Transportation Improvement Program (TIP), will be performed and presented as follows:

- *System-Level:* A systemwide conformity determination will be prepared for regionally significant projects in the RTP and TIP. The conformity determination will show a 2000 base year, as well as “build” networks for 2007, 2010, 2015, and 2025 for VOCs and NO_x; and for 2010, 2015, and 2025 for CO, in the maintenance areas only.
- *Project-Level:* A detailed analysis of the potential VOC, CO, and NO_x impacts of each project to receive Congestion Mitigation/Air Quality Program funding in the TIP will be conducted in accordance with U.S. Department of Transportation and U.S. Environmental Protection Agency (EPA) guidelines. The specifics of the analysis will be determined through consultation between the state transportation and environmental agencies.

FHWA/FTA Grant Application Task and Element: 44.26.05

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
15,000			15,000	10,500		4,500			



AIR QUALITY SUPPORT ACTIVITIES

STAFF: Central Transportation Planning Staff

CLIENT: Boston Region Metropolitan Planning Organization

ID #: 90061

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

This project complements the Air Quality Conformity Determinations of the Regional Transportation Plan and the TIP described previously. It allows for additional support in implementing air-quality-related transportation programs and projects and includes consultation, research, and coordination between CTPS and other federal, state, local, and private agencies.

FY 2006 Activities and Expected Work Products:

Support to Executive Office of Transportation (EOT), MassHighway, Massport, and the MBTA: Activities include analysis of transportation control measures (TCMs), park-and-ride facilities, and proposed high-occupancy-vehicle (HOV) projects throughout the region, and evaluation of emerging and innovative highway and transit clean-air activities.

Mobile-Source Element of the State Implementation Plan (SIP): The Department of Environmental Protection (DEP) is required to submit a SIP to the U.S. EPA documenting strategies and actions designed to bring Massachusetts into compliance with air quality standards. CTPS support efforts will include:

- Support for amendments or revisions to the Memorandum of Understanding between the MPO and the Massachusetts DEP.
- Continued staff support to the agencies involved in monitoring, updating, and revising the mobile-source section of the SIP.
- Analysis of existing regional air quality conditions, assistance to MassHighway and EOT in data collection, and validation of DEP's air-quality inventories and emission budgets. In addition, CTPS will evaluate policies on long-term growth, transportation, and land use, and other public policies that may affect air quality.
- Continued coordination with DEP in developing statewide regulations and programs for ridesharing, and other regulations and programs that pertain to transportation and air quality.
- Support to regional, local, and private agencies.
- Continued participation in the Transportation Task Force of the SIP Steering Committee.
- Provision of data and recommendations to the MPO agencies regarding funding and implementation of air-quality-related transportation programs and projects.
- Support to MPO agencies in analyzing the air quality effects of projects during environmental justice reviews.

FHWA/FTA Grant Application Task and Element: 44.26.05

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
60,000			60,000	42,000		18,000			

BOSTON REGION MPO TITLE VI REPORTING

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 11355

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

Title VI of the Civil Rights Act provides that persons must not be excluded, denied benefits, or discriminated against on the basis of race, color, national origin, age, sex, disability, or religion. Federal regulations governing its implementation require the MPO to report on how it is followed—and how minority populations are involved—in MPO planning and decision-making, including development of the UPWP, TIP, and RTP.

FY 2006 Activities and Expected Work Products: The MPO will comply with Title VI regulations through the preparation and submittal of reports as required.

This project is supported by public outreach efforts described on pages 5-2, 5-3 and 5-4, the regional equity/environmental justice work efforts presented on page 5-11, and the MBTA Service Benchmarking project on page 7-13.

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
40,000			40,000			40,000			

DISABILITY ACCESS SUPPORT

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 90024&28

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

Provision of Materials in Accessible Formats (90028): One requirement of the 1990 American with Disabilities Act (ADA) is that government agency material that is distributed to the public be made available in accessible formats, in a timely manner, upon request. CTPS fulfills this requirement with regard to such materials that it produces, providing documents in whatever formats are requested—large print, Braille, audiocassette, or computer diskette. CTPS also reformats documents produced by MPO members at their request and advises members on the subject of providing materials in accessible formats.

Access Advisory Committee Support (90024): In addition, CTPS supports the MBTA in meeting ADA requirements by providing ongoing support to the Access Advisory Committee to the MBTA (AACT), a user group representing people with disabilities. AACT advises the MBTA on all matters relating to the use of MBTA's fixed-route and paratransit services by people with disabilities and ensures that users' ideas concerning accessible transportation are heard.

FY 2006 Activities and Expected Work Products:

- Staff support to regularly scheduled AACT and related meetings at which attendees advise and comment on projects being planned or implemented systemwide for commuter rail, rapid transit, surface transit, and paratransit
- Distribution of monthly MBTA RIDE service-provider statistics and other materials pertinent to AACT meeting agenda items
- Preparation and distribution of full AACT meeting agendas and minutes, meeting announcements, correspondence, and meeting calendars for RIDE vans
- Distribution of an orientation packet for new AACT members
- Continued database maintenance of AACT mailing lists, meeting attendance, and membership standing; and maintenance of AACT archives, supplies, and accessible-formatting equipment
- Production of MPO materials in accessible formats, as requested

This project supports MPO public outreach efforts presented in this chapter.

FHWA/FTA Grant Application Task and Element: 44.26.03

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
60,000			60,000			60,000			



STAFF: Metropolitan Area Planning Council

CLIENT: Boston Region Metropolitan Planning Organization

ID #: MAPC 1

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

MPO/MAPC Liaison and Support Activities: This project includes: reporting to the MAPC Executive Committee, MAPC Council members and committees, subregions, and staff on MPO activities; reporting to the MPO and its committees and subcommittees on transportation and land use issues identified in the communities and subregions and through MAPC's continuing efforts to develop a regional growth plan. It also includes working with MAPC and MPO/Transportation Planning and Programming Committee members to identify and review transportation planning issues, including their regional implications. Meetings of the MPO committees and subcommittees are critical to the 3C planning process. MAPC is responsible for bringing local and subregional perspectives to those meetings.

Liaison and support activities also include ongoing participation with and support to the MPO/Transportation Planning and Programming Committee in establishing work priorities and agendas. Participation with and support to its subcommittees includes chairing the TIP Criteria and Suburban Mobility/Transportation Demand Management Subcommittees.

MAPC actively participates in statewide committees and task forces to represent the interests of the region, including the Highway Design Manual Task Force, the Statewide Enhancement Committee, Footprint Roads Review Committee, and CMAQ Consultation Committee, as well as actively participating on a number of advisory committees to ongoing corridor and subregional studies. Advisory committees may change from year to year as studies are begun or completed, but participation in a variety of advisory committees is an ongoing task.

MAPC, through its participation in Statewide Transportation Managers meetings and the Massachusetts Association of Regional Planning Agencies, will work to strengthen communication and coordination with its counterparts in regional planning agencies around the state. MAPC will particularly work in the coming year to increase communication and coordination with other RPAs that comprise the Boston Transportation Management Area.

As the certification documents, including the Transportation Improvement Program, are developed in the coming year, particular attention will be directed toward including land use planning issues in these documents as well as coordinating with the development of the comprehensive regional growth plan, MetroFuture.

Support of the Public Participation Process for Metropolitan Planning Documents: MAPC participates in the public involvement subcommittee of the Transportation Planning and Programming Committee, which is charged with developing and evaluating new public involvement programs for the region. MAPC will participate in the regional equity outreach to representatives of low-income and minority communities. MAPC is also an active participant in the Regional Transportation Advisory Council meetings. MAPC and its subregions play a lead role in coordinating community input to the MPO public participation process.



MPO/MAPC LIAISON AND SUPPORT ACTIVITIES (CONT.)

STAFF: Metropolitan Area Planning Council

CLIENT: Boston Region Metropolitan Planning Organization

ID #: MAPC 1

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

MPO Elections: Working with the MBTA Advisory Board, MAPC coordinates and implements the election process for the local representatives on the MPO. In its efforts to address issues raised in the MPO certification review, MAPC will work with the Advisory Board to review, and suggest possible revisions to, the MPO elections processes in FY 2006.

FY 2006 Activities and Expected Work Products: Interagency coordination, work scopes, participation in advisory and corridor committees, public participation, revised MPO election procedures, FY 2006 MPO elections, and attendance at relevant meetings.

This project supports the 3C planning process support activities outlined on pages 5-2 through 5-4, as well as the development of the RTP, the TIP, and the UPWP. It is also closely coordinated with the MetroFuture project on page 7-17.

FHWA/FTA Grant Application Task and Element: 44.26.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
		155,000	155,000	111,250		43,750			

REGIONAL EQUITY/ENVIRONMENTAL JUSTICE SUPPORT

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 11131&32

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

The primary purpose of this project is to foster awareness and consideration of regional equity/environmental justice transportation needs in MPO planning specifically in relation to the RTP, the UPWP, the TIP, the Congestion Management System report, air quality conformity determinations, environmental impact studies, and project-specific work products. This will be done through continued outreach to minority and low-income populations; community organizations will be visited and interviewed to identify transportation needs and obtain their knowledge and ideas for improvements. In addition, CTPS staff will identify one or more areas/issues to be studied to address the transportation issues and concerns of low-income and minority communities.

FY 2006 Activities and Expected Work Products: CTPS will assist the MPO in applying previously adopted environmental justice measures to evaluate the achievement of the MPO's regional equity goals. As part of this effort, the staff will also:

- Monitor developments at the Association of Metropolitan Planning Organizations and the U.S. Department of Transportation (DOT) by participating in workshops, conferences, and seminars, as appropriate
- Continue to use year 2000 census data, where available; analyze other pertinent data; and/or develop information and data through direct interviews with affected populations or interest groups
- Continue MPO outreach to minority and low-income communities
- Identify and conduct appropriate studies and measures that further advance regional equity/environmental justice, such as reverse commuting and access to jobs
- Provide summaries of interviews and other updates to the Transportation Planning and Programming Committee of the MPO

This work is related to the work on the RTP and project programming for the TIP and the UPWP presented in this chapter.

FHWA/FTA Grant Application Task and Element: 44.27.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
100,000			100,000	68,900		31,100			

REGIONAL MODEL ENHANCEMENT

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 11244

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

CTPS maintains a continuously evolving regional model that is used by the Boston Region MPO and other transportation agencies to perform travel forecasting and air quality conformity determinations. It is a highly sophisticated, data-intensive planning support tool that relies on computer representations of regional transportation systems. Objectives of the current three-year work scope are to:

- Maintain a state-of-the-practice model set for forecasting regional travel that will be used to analyze the impacts of proposed changes in the regional transportation system
- Incorporate advances in travel modeling into the CTPS model set
- Incorporate transportation–land use interactions into the model set so that changes in land use that might result from improved transportation services to an area can be quantified

FY 2006 Activities and Expected Work Products:

- Evaluate available options for replacing EMME/2 software and incorporate the CTPS model set in the selected new software
- If an opportunity to conduct a household survey presents itself, develop a survey instrument and sampling plans
- Develop of a land use allocation model for eastern Massachusetts
- Prepare a memorandum presenting the proposed structure for an eastern Massachusetts land use allocation model
- Incorporate new or advanced techniques into the regional travel forecasting model set

This effort supports projects in this UPWP that rely on the regional model for travel forecasting and analysis, particularly the air quality conformity determinations for the RTP and the TIP.

FHWA/FTA Grant Application Task and Element: 44.26.04

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
453,000			453,000	168,000	213,000	72,000			



REGIONAL TRANSPORTATION PLAN

STAFF: Central Transportation Planning Staff

CLIENT: Boston Region Metropolitan Planning Organization

ID #: 10101

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

The Boston Region MPO's Regional Transportation Plan (RTP) sets forth a 20-year, financially constrained plan for federally funded surface transportation improvements. The MPO is required to approve a new RTP by September 2006. Initial work will include review of MPO documents used as input to the long-range transportation planning process, RTPs prepared by other MPOs, and current federal guidance on, and best practices used in, RTP development. Particular emphasis will be placed on seeking input from the public on the policies governing transportation planning and programming and the development of a regional vision that includes possible future scenarios.

FY 2006 Activities and Expected Work Products:

- Revisions to the RTP
- Review of documents to be used as input to the long-range plan (the Congestion Management System report, Intelligent Transportation Systems literature, and the Program for Mass Transportation)
- Ongoing consideration of the MPO's regional equity/environmental justice efforts and of MetroFuture recommendations, and consultation with the Regional Transportation Advisory Council
- Additional analyses as requested by the Transportation Planning and Programming Committee
- Model runs, as required
- Public outreach throughout RTP development

This project is supported by 3C planning process support activities presented on pages 5-2 through 5-4, the air quality work on page 5-5, and the accessible-formats project on page 5-8. It will also be closely coordinated with the MPO's Title VI project described on page 5-7, the Regional Equity/Environmental Justice work on page 5-11, and MAPC's MetroFuture project on page 7-17.

FHWA/FTA Grant Application Task and Element: 44.23.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
130,000			130,000	91,000		39,000			

SUBREGIONAL SUPPORT ACTIVITIES

STAFF: Metropolitan Area Planning Council



CLIENT: Boston Region Metropolitan Planning Organization

ID #: MAPC 2

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

The MAPC region consists of 101 cities and towns, which have been subdivided into eight geographic areas that are represented by subregional councils comprising municipal officials, business leaders, community-based organizations, and other local participants. MAPC staff planners are assigned as coordinators to each of the subregional groups, to assist members in developing an understanding of subregional and regional transportation and land use issues. These include the policies, goals, and objectives of the Regional Transportation Plan, and the coordinators also explain the Transportation Improvement Program, the Congestion Management System transportation-demand-management program opportunities, the Program for Mass Transportation, and MetroPlan 2000. In addition, the coordinators actively engage subregional council members in MetroFuture.

Subregions are encouraged to recommend subregional projects and priorities for the TIP, the RTP, and the UPWP. The Congestion Management System and the studies undertaken in each of the eight MAPC subregions will be continuing topics of discussion and program monitoring by the subregions. MAPC subregional groups will continue to participate in local corridor advisory committees wherever they are appropriate vehicles for working on area projects. Staff ensures that timely discussions of transportation-related issues occur by placing the topics on the monthly agendas, by leading and participating in the discussions, and by distributing appropriate documents and notices relating to nonsubregional transportation meetings.

FY 2006 Activities and Expected Work Products: Preparation of monthly meeting agendas, coordination with transportation agencies, traffic study reviews in the various subregions, reports to the Transportation Planning and Programming Committee, support for subregion and corridor advisory committee meetings, and assistance in setting project priorities.

This project supports community involvement in the development of transportation planning documents.

FHWA/FTA Grant Application Task and Element: 44.26.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
		119,000	119,000	76,500		42,500			

TRANSPORTATION IMPROVEMENT PROGRAM (CTPS)



STAFF: Central Transportation Planning Staff

CLIENT: Boston Region Metropolitan Planning Organization

ID #: 10103

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

The Boston Region MPO's TIP is a document that presents a multiyear, financially constrained program of proposed improvements to the metropolitan area's transportation system. Although federal regulations require the TIP to be biennially updated, the state and Massachusetts' MPOs have committed to annual updates.

Development: TIP development begins in the winter with the updating of the MPO's project database. The projects in the database are then sorted to provide a smaller subset for consideration for TIP programming. This subset includes projects programmed in the previous TIP, enhancement projects, transportation-demand-management projects, and projects that are at 25% design or higher. CTPS reviews and evaluates all of these projects based on the TIP criteria. After a preliminary evaluation by staff, the MPO reviews the assessment and staff recommendations and develops a draft TIP, which is released for a public comment period in June or July. After consideration of public comments, the TIP is finalized in August.

Project Evaluation: As the MPO implements its project evaluation process for the TIP, CTPS will continue to support the MPO, and its Transportation Planning and Programming Committee's TIP Criteria Task Force, in reviewing and evaluating the TIP project evaluation process, including the procedures and instruments used for the fiscal years 2006–2010 TIP, and will develop recommendations for revisions of the selection process for the fiscal years 2007–2011 TIP.

Information Flow: CTPS will continue to collect and disseminate project status, financial and budget information, and process-related issues to the MPO. As designated in this UPWP, MPO staff, or other parties, must provide "relevant, timely, and comprehensive" information, including project planning, design, and construction status updates, to the MPO.

Public Review: CTPS is responsible for public review of the TIP. Release of the circulation draft is announced in *TRANSREPORT*, to other print media with a press release, and with a legal notice. The draft document is made available on the MPO Web site and at all public libraries in the Boston area. It is also mailed directly to municipal officials, legislators, libraries, the Regional Transportation Advisory Council, and MAPC subregion representatives in the 101 MPO communities. Public meetings are held around the region during the public review period.

Certification: CTPS performs all tasks necessary for the TIP certification, including:

- Preparing and producing all versions, from circulation to endorsement
- Coordinating public review of all drafts and preparing responses to comments
- Scheduling and staffing meetings of the MPO, the Transportation Planning and Programming Committee, its TIP Criteria Task Force, and the Regional Transportation Advisory Council



TRANSPORTATION IMPROVEMENT PROGRAM (CTPS) [CONT.]

STAFF: Central Transportation Planning Staff

CLIENT: Boston Region Metropolitan Planning Organization

ID #: 10103

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

Adjustment/Amendment: CTPS drafts amendments and/or adjustments and handles all procedural steps necessary to properly adopt and certify the adjustments and/or amendments.

GIS Support: GIS support will include the creation of TIP project coverages and mapping, data collection for project evaluation, and production of maps.

FY 2006 Activities and Expected Work Products: Development, evaluation, information flow, public review, certification requirements, and GIS support for the fiscal years 2007–2011 TIP and amendments and/or adjustments to the fiscal years 2006–2010 TIP, attendance at relevant meetings, and maintenance of a database for tracking projects.

See other CTPS and MAPC work efforts related to the TIP presented in this chapter.

FHWA/FTA Grant Application Task and Element: 44.25.00

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
130,000			130,000	91,000		39,000			



TRANSPORTATION IMPROVEMENT PROGRAM (MAPC)

STAFF: Metropolitan Area Planning Council

CLIENT: Boston Region Metropolitan Planning Organization

ID #: MAPC 3

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

MAPC chairs the TIP Criteria Task Force of the Transportation Planning and Programming Committee, where criteria to assist in the evaluation of TIP projects were developed for the MPO and applied to the FY 2006 TIP. These criteria will be evaluated, revised and applied in FY 2007. Additional work will be done to develop criteria for comparisons across project types and modes as recommended in the Boston Region MPO Recertification Review.

Land use criteria, and the techniques developed by MAPC for applying them based on zoning, will be evaluated, and revisions will be suggested based on how successful the criteria were in identifying projects that promote and support the Commonwealth's sustainable-development principles. The economic development criteria will also be evaluated and revisions suggested to better reflect economic development goals.

Besides scoring projects based on existing land use and zoning, the TIP criteria can also be a positive force for change in how communities think about their land use decisions. As communities revise their zoning ordinances, these land use and economic development criteria can become one basis for evaluating proposed zoning changes versus sustainable development principles. MAPC used the land use and economic development criteria to evaluate Somerville's proposed zoning for its Assembly Square district. We anticipate that other communities may request similar reviews in FY 2006, such as the towns involved in the redevelopment of the south Weymouth Naval Air Station or the expansion of Hanscom Air Force Base, etc.

Development of the TIP is accomplished through work with other regional planning agencies, other MPO agencies, elected officials, MAPC subregions, MAPC community representatives, MAPC TIP Contacts, and private providers of transportation. This is an important information and education function of the 3C planning process. MAPC works with the communities and MPO members to insure that the information needed for project selection using the TIP Criteria will be made available in a timely fashion. Upon release of a circulation draft TIP, MAPC coordinates community review of the document.

FY 2006 Activities and Expected Work Products: After the TIP development process is completed for the FY 2006 TIP, the Transportation Planning and Programming Committee will continue to revise these criteria to provide better measurement of project benefits and costs.

FHWA/FTA Grant Application Task and Element: 44.25.00

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
		49,500	49,500	37,000		12,500			



UNIFIED PLANNING WORK PROGRAM

STAFF: CTPS and MAPC

CLIENT: Boston Region Metropolitan Planning Organization

ID #: 10104

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

The Boston Region MPO produces an annual Unified Planning Work Program (UPWP). This document outlines all transportation planning activity, for all surface transportation modes, anticipated to be undertaken in the region during the UPWP period. It also includes detailed budget information on the expenditure of federal planning funds.

CTPS: CTPS coordinates all phases of this work effort, from document development and budget preparation, to public review and comment, to submittal to federal agencies for certification. CTPS also coordinates the review and endorsement of any amendments to the UPWP.

MAPC: MAPC prepares project listings and budget information for activities it expects to conduct using federal highway and transit funds and provides monthly reports to the MPO's Transportation Planning and Programming Committee and MassHighway on these activities. MAPC also provides general project information on transportation-related activities funded from other sources.

MAPC, through its work on the Transportation Planning and Programming Committee, is also involved in the development of the annual UPWP work program. As work scopes for specific projects are developed throughout the year, MAPC assists, when appropriate, in developing these scopes, especially whenever the project involves a link between transportation and land use issues.

CTPS FY 2006 Activities and Expected Work Products: Any amendments and adjustments to the FY 2006 UPWP, the FY 2007 UPWP, public outreach in document development and review, monthly progress reports to the MPO, attendance at relevant meetings, quarterly implementation reports, and other information materials as needed.

MAPC FY 2006 Activities and Expected Work Products: UPWP project listings and monthly reports on UPWP activities to the Planning and Programming Committee. Assistance on annual development process of the UPWP and support towards developing specific work scopes. Through its community liaison and subregional support activities, MAPC assists communities in identifying and developing studies to be included in the UPWP.

This project is supported by 3C support activities, the accessible formats project, environmental justice work efforts, and public outreach efforts described in this chapter.

FHWA/FTA Grant Application Task and Element: 44.21.00

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
50,000		15,000	65,000	48,750		16,250			

6 LOCATION/SITE-SPECIFIC STUDIES

The studies in this chapter are categorized as Location/Site-Specific to assist local officials and those interested in specific geographic areas in finding a particular project. These projects are technical in nature and may include support to larger projects described in Appendix A: Other Boston Region Transportation Planning Projects. In instances where this occurs, the project description refers the reader to Appendix A. The studies are:

Project ID #	Project Name	Page
73304	Lucent Technologies Commuter Rail Station Feasibility Study	6-2
53215	Newton Corner Rotary Study	6-3
62104	Route 2/Alewife Brook Parkway Traffic Study	6-4
73213	Routes 110 and 113 Rotary Interchange Study, Methuen	6-5
33224	Routes I-93/24 Interchange Improvements	6-6
73212	Routes I-93/I-95 Woburn/Reading Interchange Alternatives	6-7

LUCENT TECHNOLOGIES COMMUTER RAIL STATION FEASIBILITY

STAFF: Central Transportation Planning Staff



CLIENT: Office of Transportation Planning

ID #: 73304

BUDGET: \$48,000

STATUS: 25%

The principal objectives of this work are:

- To estimate ridership and parking demand for a proposed new commuter rail station in North Andover
- To examine the revenue generated by fares and parking lot fees for the Haverhill Line by station, with and without the proposed station
- To estimate the cost involved in constructing a new station and supporting infrastructure at the proposed site

FY 2006 Activities and Expected Work Products:

CTPS will:

- Perform model calibration
- Perform financial analysis
- Produce a technical memorandum

FHWA/FTA Grant Application Task and Element: 44.23.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
36,000			36,000						36,000

NEWTON CORNER ROTARY STUDY

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 53215

BUDGET: \$95,000

STATUS: 0%

This study, which is being conducted on behalf of the MPO, will build upon a previous study conducted by URS, which noted the regional nature of traffic traveling through the Newton Corner rotary, but which did not include detailed traffic operational analyses. To gain a better understanding of the origins and destinations of the traffic passing through Newton Corner and recommend potential solutions to congestion, this CTPS work effort will include the following tasks:

- The identification of traffic patterns to, from, and through I-90 Exit 17 by conducting a license plate survey
- The identification and assessment of short-term conceptual solutions using URS study recommendations

FY 2006 Activities and Expected Work Products: A work program further defining the details of this project will be presented the Transportation Planning and Programming Committee for approval to proceed.

FHWA/FTA Grant Application Task and Element: 44.23.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
95,000			95,000	95,000					

ROUTE 2/ALEWIFE BROOK PARKWAY TRAFFIC STUDY

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 62104

BUDGET: \$58,000

STATUS: 0%

This work effort has two components. In the first component, CTPS will perform an origin/destination license plate survey during the AM peak period of a typical weekday in the spring or fall at strategic roadway entry and exit locations around Alewife Station, including Concord Avenue, Blanchard Street, Route 2 westbound west of Alewife Station, Alewife Brook Parkway southbound north of Route 2, the Route 2 westbound off-ramp to Alewife Station, Alewife Brook Parkway southbound over the Fitchburg commuter rail line, and Alewife Brook Parkway southbound upstream of Huron Avenue.

In the second component, CTPS will perform a license plate survey of vehicles parked at Alewife Station.

FY 2006 Activities and Expected Work Products: A work scope further delineating the specific tasks and work products associated with this project will be presented to the Transportation Planning and Programming Committee for approval to proceed.

FHWA/FTA Grant Application Task and Element: 44.23.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
58,000			58,000	58,000					

ROUTES 110 AND 113 ROTARY INTERCHANGE STUDY, METHUEN

STAFF: Central Transportation Planning Staff



CLIENT: Office of Transportation Planning

ID #: 73213

BUDGET: \$50,000

STATUS: 25%

The Office of Transportation Planning is going to conduct a study to evaluate and address transportation issues at the Routes 110 and 113 rotary interchange at I-93 in Methuen. A recently completed corridor study of I-93 included some analysis of seven different alternatives for improving this interchange. This study will examine those alternatives in more detail and possibly develop new alternatives, if necessary. In addition, transportation issues associated with industrial development along Route 113 in Dracut will be examined. The study will result in a recommended plan of short-term and long-term transportation improvements. CTPS will support OTP and its consultant team by providing multimodal travel forecasts for specified transportation improvement alternatives.

FY 2006 Activities and Expected Work Products: CTPS will calibrate the regional model in and around this I-93 interchange. Alternatives developed by OTP and its consultant will be coded into the model. Travel forecasts will be produced, interpreted, and transmitted to the project team.

FHWA/FTA Grant Application Task and Element: 44.23.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
37,500			37,500		37,500				

ROUTES I-93/24 INTERCHANGE IMPROVEMENTS

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 33224

BUDGET: \$60,000

STATUS: 0%

This is a fully directional interchange with two-lane ramps connecting Route 24 with I-93 South. The geometry at the point where the I-93 (from Route 128) off-ramp and the I-93 South off-ramp merge into Route 24 southbound is the reason for a bottleneck which affects both I-93 (from Route 128) and I-93 South traffic flows and causes delays. In particular, the I-93 South queues extend upstream from this location to a point very close to the Braintree Split during the PM peak period. The merge of the two two-lane off-ramps into a three-lane Route 24 southbound segment is the cause for this backup. The proposal is to study this problem location, including the Route 24/Route 139 and the I-93/Route 138 interchanges, and recommend geometric improvements. The study will include the development and testing of alternative merging geometries at the point where the I-93 off-ramps merge into Route 24 southbound.

FY 2006 Activities and Expected Work Products: A detailed work scope describing specific tasks and work products associated with this project will be presented to the Transportation Planning and Programming Committee for approval to proceed.

FHWA/FTA Grant Application Task and Element: 44.23.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
60,000			60,000	60,000					

ROUTES I-93/I-95 WOBURN/READING INTERCHANGE ALTERNATIVES

STAFF: Central Transportation Planning Staff



CLIENT: Office of Transportation Planning

ID #: 73212

BUDGET: \$100,000

STATUS: 60%

In this work effort, CTPS is providing support to the Office of Transportation Planning consultant who has been hired to perform a conceptual design and feasibility study for operational improvements at the Routes I-93/I-95 interchange in Woburn. Included in the study area are the Washington Street/Mishawum Road/I-95, Route 28/I-95, Montvale Avenue/I-93, and Industriplex/I-93 interchanges.

FY 2006 Activities and Expected Work Products:

The CTPS component of the work entails:

- Calibrating the CTPS regional travel model set for the specific needs of the study
- Developing and modeling no-build alternatives
- Developing and coding alternatives developed by OTP and its consultant
- Running the model set to produce traffic forecasts for each alternative
- Producing a technical memorandum summarizing the results

This work is related to a project recommended in the RTP. Also see Appendix A.

FHWA/FTA Grant Application Task and Element: 44.23.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
60,000			60,000		60,000				

7 REGIONAL PLANNING STUDIES

The studies in this category are regional in nature. Unlike the studies in the Location/Site-Specific category, the impact of these projects spans the entire Boston Region Metropolitan Planning Organization area. The studies are:

Project ID #	Project Name	Page
23218	2005–06 I-93 North and Southeast Xway HOV Lane Monitoring	7-2
62103	Belmont, Lexington, and Waltham Subarea Study (CTPS)	7-3
MAPC 5	Belmont, Lexington, and Waltham Subarea Study (MAPC)	7-4
13240	Bicycle/Pedestrian Improvements in Town Centers	7-5
13208	Bicycle/Pedestrian Studies	7-6
11130	Congestion Management System Monitoring Program	7-7
22328	Green Line Extension to Medford DEIR/DEIS Support	7-8
11352	I-495 Circumferential Transit Study	7-9
11134	I-495 Corridor Transportation Study	7-10
MAPC 6	Land Use Development Project Reviews	7-11
22117	Massport Transportation Studies	7-12
11351	MBTA Service Benchmarking	7-13
23313	MBTA Transit Signal Priority Study	7-14
82107	Mid–North Shore Subregional Study	7-15
82104	North Shore Improvements DEIS: Revere-to-Salem Corridor	7-16
MAPC 7	Regional Vision: MetroFuture	7-17
11354	Regionwide Suburban Transit Opportunities Study, Phase III	7-19
23311	Silver Line Project Support	7-20
22325	Urban Ring Environmental Impact Report, Phase II	7-21

2005–06 I-93 NORTH AND SOUTHEAST XWAY HOV LANE MONITORING**STAFF:** Central Transportation Planning Staff**CLIENT:** MassHighway**ID #:** 23218**BUDGET:** \$42,000**STATUS:** 0%

The Massachusetts Department of Environmental Protection regulation 310 CMR 7.37 calls for quarterly monitoring of the southbound HOV lane of I-93 North and the reversible HOV lane of the Southeast Expressway. The monitoring is performed in order to assess compliance with a set threshold and consists of collecting travel time and vehicle occupancy data and analyzing it to calculate the anticipated time savings and occupancy changes over time.

FY 2006 Activities and Expected Work Products: Quarterly, collect travel time data for the HOV and associated general-purpose lanes and analyze it to calculate travel time savings. In the spring and fall, collect vehicle occupancy data and analyze it to report changes, if any. Write four technical memoranda annually (one for each season) to document data collection, analysis, and results.

FHWA/FTA Grant Application Task and Element: 44.24.01**FY 2006 Budget**

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
42,000			42,000		42,000				

BELMONT, LEXINGTON, AND WALTHAM SUBAREA STUDY (CTPS)**STAFF: Central Transportation Planning Staff****CLIENT: Boston Region Metropolitan Planning Organization****ID #: 62103****BUDGET: \$194,100****STATUS: 12%**

This study is being conducted jointly with the Metropolitan Area Planning Council (see next page.) Study objectives are to:

- Identify the total amount of new development under construction, permitted, or planned in the corridor
- Identify the aggregate new demand for travel in the corridor from planned, permitted, and built projects
- Identify and evaluate the impacts associated with the proposed developments and resulting corridor growth
- Identify actions for development mitigation across communities
- Develop methods for evaluating alternative growth scenarios that may be applied to the area
- Recommend ways to meet or change transportation demand through alternative land use coordinated with transportation

FY 2006 Activities and Expected Work Products:

- CTPS will perform the following activities:
- Complete analysis of existing conditions
- Calibrate a transportation model
- Develop transportation forecasts for development scenarios
- Begin analyzing problem areas for future scenarios

FHWA/FTA Grant Application Task and Element: 44.23.01**FY 2006 Budget**

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
99,000			99,000	99,000					

BELMONT, LEXINGTON, AND WALTHAM SUBAREA STUDY (MAPC)**STAFF: Metropolitan Area Planning Council****CLIENT: Boston Region Metropolitan Planning Organization****ID #: MAPC 5****BUDGET: \$125,400****STATUS: 12%**

This new study, conducted in collaboration with CTPS, began in May 2005 and is expected to last approximately 24 months. (See previous page.)

FY 2006 Activities and Expected Work Products:

MAPC will perform the following activities:

- Identify existing land use in the study area
- Conduct a literature review
- Define future development scenarios
- Analyze problem areas for future scenarios
- Support Advisory Task Force meetings

FHWA/FTA Grant Application Task and Element: 44.23.01**FY 2006 Budget**

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
		73,750	73,750	40,000			33,750		

BICYCLE/PEDESTRIAN IMPROVEMENTS IN TOWN CENTERS

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 13240

BUDGET: \$78,400

STATUS: 0%

Building on the MPO's "Walkable Communities" project, this study will focus on the bicycle/pedestrian environment at five or six town centers in smaller suburban communities. Staff will perform the following tasks: evaluation of existing conditions for walking and bicycling (crosswalk location and condition, sidewalk location, continuity, condition, street furniture, obstructions, traffic signal pedestrian phases, on-street bicycling, and bicycle lanes); recommendation of improvements that would benefit the pedestrian and bicyclist environment to/from/through a town center (pedestrian and bicyclist connections to the center, urban design features, safe crosswalk locations, sidewalk continuity and connectivity, type and location of street furniture, bicycle parking needs, new pedestrian signals, adequate pedestrian time for existing traffic signals, bicycle lanes). The study will also include the evaluation of links to transit stations and bus stops, where applicable.

FY 2006 Activities and Expected Work Products: A work program further defining the details of this project will be presented to the Transportation Planning and Programming Committee for approval to proceed.

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
78,400			78,400	78,400					

BICYCLE/PEDESTRIAN STUDIES

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 13208

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

Bicycle and pedestrian planning studies are usually identified during the UPWP year as part of a collaborative process with MPO members, communities, and bicycle/pedestrian advisory groups.

FY 2006 Activities and Expected Work Products: Technical assistance, data collection, compilation of bicycle and pedestrian traffic volumes, review of materials, attendance at meetings, and preparation of detailed work scopes describing specific studies for presentation to the Planning and Programming Committee. Additional tasks expected to be undertaken are:

Walkable Communities Workshops: (\$15,000) A series of eight workshops were presented in March 2003 by national experts as part of a grant program. Currently CTPS presents workshops in cooperation with host communities. It is anticipated that several workshops will be presented each year as an ongoing service.

Aqueduct Study: (\$20,000) The Massachusetts Water Resources Authority (MWRA) has jurisdiction over aqueducts in the Boston Region MPO area. The MWRA has indicated that some aqueducts that are no longer needed might be available for use as regional or local trails. Some aqueducts connect directly to other proposed trails. This study would review the status of all aqueducts in the region, look at pertinent issues that affect the use of aqueducts as trails, and do a preliminary analysis of those aqueducts that are or soon might be available for trail use.

Ongoing Bicycle and Pedestrian Work Efforts: (\$40,000) Tasks not related directly to separate reconnaissance studies are:

- Coordination with the MPO, state agencies, MAPC, and other groups with regard to bicycle planning for the region
- Technical assistance to communities at all stages of bicycle and pedestrian planning
- Support for statewide bicycle planning and workshops
- Development of the Pan-Massachusetts Challenge bicycle map used for the Jimmy Fund ride
- Collection of bicycle and pedestrian traffic volumes, ongoing since 1975
- Attendance at regional and local forums and committee meetings
- Provision of information on previous CTPS studies and other bicycle/pedestrian issues, upon request

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
75,000			75,000	75,000					

CONGESTION MANAGEMENT SYSTEM MONITORING PROGRAM

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 11130

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

The Congestion Management System (CMS) in the Boston Region MPO area will continue monitoring highways, arterial roads, transit services, park-and-ride lots, and bicycle/pedestrian facilities. In response to comments received during review of the 2004 CMS report, CTPS may modify certain performance measures and include additional services/facilities during the next monitoring cycle, which will begin in the fall of 2005.

FY 2006 Activities and Expected Work Products:

CTPS will:

- Collect travel time data on additional high-volume, functional class 4 or 5 arterial roadways in order to complete the coverage of regionally significant roadways
- Document performance concerns at high-delay and/or high-crash intersections in the region
- Investigate mobility and safety issues at selected intersections with a high incidence of traffic crashes involving pedestrians and bicyclists
- Conduct an inventory of park-and-ride lot utilization at MBTA transit stations
- Record the number of bike parking spaces at stations as well as the type of bike parking provided, the condition of the parking rack and surrounding environment, and the number of bikes parked
- Create a Web site in order to disseminate results and findings from these data collection activities

This project informs decisions related to the Regional Transportation Plan and the Transportation Improvement Program, and it identifies areas requiring additional study through the Unified Planning Work Program.

FHWA/FTA Grant Application Task and Element: 44.26.05

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
200,000			200,000	200,000					



GREEN LINE EXTENSION TO MEDFORD DEIR/DEIS SUPPORT

STAFF: Central Transportation Planning Staff

CLIENT: Office of Transportation Planning

ID #: 22328

BUDGET: To be determined

STATUS: 0%

The MBTA is nearing completion of its major investment study/alternatives analysis of transit improvements for the East Cambridge/Somerville/Medford corridor beyond Lechmere. Should the project be advanced in the planning process, next steps would involve undertaking environmental impact analyses and preliminary design engineering of the Massachusetts Environmental Policy Act and/or National Environmental Policy Act processes. It is expected that CTPS will provide support in the preparation of a draft environmental impact report/environmental impact statement and a New Starts application.

FY 2006 Activities and Expected Work Products: A detailed work scope is currently being prepared for the MPO's Transportation Planning and Programming Committee for approval to proceed. The amount of funding and its source will be determined at that time.

This work is related to a recommended, regionally significant project identified in the MPO's Regional Transportation Plan and is included in the MBTA's Program for Mass Transportation. Also see Appendix A.

FHWA/FTA Grant Application Task and Element: 44.23.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other

I-495 CIRCUMFERENTIAL TRANSIT STUDY

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 11352

BUDGET: \$60,900

STATUS: 40%

There has been considerable residential and employment growth in the I-495 corridor, with concomitant increases in traffic congestion. Transit alternatives in the area are very limited. Several organizations, including the I-495 Arc of Innovation, the MetroWest Growth Management Committee (MWGMC), the MetroWest/495 Transportation Management Association (TMA), and two subregions of the Metropolitan Area Planning Council (MAGIC and SWAP), have requested this study to identify possible new transit services.

FY 2006 Activities and Expected Work Products:

Staff expects to:

- Collect and analyze: data on auto ownership and family income; MAPC population and employment forecasts and build-out analyses; and specific development plans, both residential and commercial
- Contact major businesses in the study area, the MBTA, regional transit authorities, and other public carriers to determine what transportation options they have tried or are supporting, and what they see as their major transit needs
- Review existing services to determine whether new links could be made
- Provide general demand estimates of number of boardings per day for potential intra-community, suburb-to-suburb, and suburb-to-employment/activity-centers services
- Determine estimates of equipment and labor costs and enumerate potential funding sources, including public and private possibilities
- Complete a Task Force draft report, a Transportation Planning and Programming Committee draft report, and a final report

FHWA/FTA Grant Application Task and Element: 44.23.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
36,000			36,000			36,000			

I-495 CORRIDOR TRANSPORTATION STUDY

STAFF: Central Transportation Planning Staff



CLIENT: MassHighway

ID #: 11134

BUDGET: \$50,000

STATUS: 0%

The Office of Transportation Planning is going to perform a multimodal study of travel, operations, safety, and mobility in the I-495 corridor. The study area will extend from Westford in the southwest to Salisbury in the northeast. Various means of improving travel will be developed and analyzed. The study will result in a recommended plan of short-term and long-term transportation improvements. CTPS will support OTP and the consultant team that it selects by providing multimodal travel forecasts for the corridor.

FY 2006 Activities and Expected Work Products: CTPS will calibrate the regional model in and around the I-495 corridor. Alternatives developed by OTP and its consultant will be coded into the model. Travel forecasts will be produced, interpreted, and transmitted to the project team.

FHWA/FTA Grant Application Task and Element: 44.23.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
50,000			50,000		50,000				



STAFF: Metropolitan Area Planning Council

CLIENT: Boston Region Metropolitan Planning Organization

ID #: MAPC 6

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

Regionally significant land use development projects will be reviewed with respect to state and regional land use goals and development policies and their impacts on the transportation system. In particular, projects are reviewed for consistency with MetroPlan 2000, the regional plan for the Boston region, and for consistency with the Commonwealth's Sustainable Development Principles and MAPC's Smart Growth Principles. This effort seeks to determine whether the proposed development will have a positive or negative impact on balanced regional development. MAPC tracks all projects reviewed in its region under the Massachusetts Environmental Policy Act and provides a regional planning analysis to the Secretary of Environmental Affairs for all developments considered to have significant impact. Special attention is given to local zoning ordinances and regulations that serve to reduce auto travel by encouraging carpooling, transit, and other traffic demand management techniques. MAPC will continue to participate in a variety of specific project review activities in FY 2006 but expects a reduction in the number of single-development MEPA reviews and a corresponding increase in more detailed analysis of large-scale projects with significant regional and subregional impacts.

MAPC maintains a database of projects it reviews through the MEPA process. Included in the database is information about the location, use, and size of the project, the expected impacts (transportation and other), and the stage in the review process. This database can serve as a tool to track mitigation commitments and to assist in the review of other new developments. It can be a useful tool for providing a picture of the impacts and mitigation requirements of future planned developments. This year we will be undertaking considerable efforts to update the database and set in place a system for continuing and consistent inputs and updates as new projects are examined.

MAPC also reviews notices of "offered railroad property" from the Executive Office of Transportation, consults with the municipalities as necessary, and provides appropriate input. Often, these involve rail trails, but they may also involve other types of proposed development.

2006 Activities and Expected Work Products: This is an ongoing activity at MAPC, with a proposed reduction in the number of single-development MEPA reviews and a corresponding increase in more detailed analysis of large-scale projects with significant regional and subregional impacts. MAPC will continue to participate in a variety of specific project reviews and related activities, update and improve the MEPA database at MAPC, work with MEPA staff to increase the value of reviews, and coordinate MEPA comments with transportation agencies, where possible. In addition, MAPC will continue to review and respond to notices of offered railroad property.

LAND USE DEVELOPMENT PROJECT REVIEWS (CONT.)

STAFF: Metropolitan Area Planning Council

CLIENT: Boston Region Metropolitan Planning Organization

ID #: MAPC 6

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

FHWA/FTA Grant Application Task and Element: 44.23.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
		82,000	82,000	65,000		17,000			

MASSPORT TRANSPORTATION STUDIES

STAFF: Central Transportation Planning Staff

CLIENT: Massport

ID #: 22117

BUDGET: \$70,000

STATUS: Ongoing

CTPS has historically provided technical assistance to Massport's Department of Aviation Planning and Development. The services typically support ground-access planning, data collection and analysis, modeling, air quality analysis, and additional, to-be-determined, transportation planning activities.

FY 2006 Activities and Expected Work Products: CTPS will complete an update of the 2002 Logan Airport Ground Access Study to assess the potential for new or improved high-occupancy-vehicle (HOV) services to and from Logan. Ongoing monitoring of Silver Line ridership at Logan Airport will also be performed. In addition, other technical support services may be provided upon request, including updates to, and application of, the Logan ground access model.

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
52,000			52,000						52,000

MBTA SERVICE BENCHMARKING

STAFF: Central Transportation Planning Staff



CLIENT: MBTA

ID #: 11351

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

CTPS provides the MBTA and other transportation providers with technical assistance on collecting data and conducting assessments of comparative service quality in targeted minority communities and non-minority communities. Information on crowding, schedule adherence, shelter placement, scheduled service frequency, service coverage, access to key destinations, vehicle age and condition, parking facilities, and other topics will be gathered and used in the assessments. All transit modes will be addressed. In addition, the impacts of proposed transit service changes on targeted minority communities will also be reviewed.

FY 2006 Activities and Expected Work Products: Staff will provide the MBTA and the MPO with the data necessary to meet their individual reporting requirements under Title VI of the Civil Rights Act. This effort will allow the MBTA to evaluate its delivery of service, while also assisting the MPO in its monitoring of transit service.

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
30,000			30,000				30,000		

MBTA TRANSIT SIGNAL PRIORITY STUDY

STAFF: Central Transportation Planning Staff



CLIENT: MBTA

ID #: 23313

BUDGET: \$110,000

STATUS: 0%

Staff, in coordination with the MBTA and local authorities, will identify an arterial corridor with congested signalized intersections on which a bus route operates with delay and schedule adherence problems. First priority in this study will be given to the Arborway corridor, which is served by the MBTA's Route 39 bus. Other corridors could include Blue Hill Avenue in Boston or the MBTA Route 66 bus in Boston, Brookline, and Cambridge. Tasks specified to date are to:

- Identify signal priority strategies that would reduce bus delays and improve schedule adherence
- Estimate impacts to bus passengers and general traffic on both the main and side streets
- Identify what institutional and jurisdictional coordination issues must be overcome (if any) in order to implement signal priority for buses

FY 2006 Activities and Expected Work Products: A detailed work scope describing further tasks and work products associated with this project will be presented to the Transportation Planning and Programming Committee for approval to proceed.

This intelligent transportation systems-related study will be closely coordinated with the MBTA Bus Deployment Study on page 8-11.

FHWA/FTA Grant Application Task and Element: 44.26.05

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
110,100			110,100	74,000		36,100			

MID-NORTH SHORE SUBREGIONAL STUDY

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 82107

BUDGET: \$189,700

STATUS: 53%

The purpose of this study is to reduce congestion and provide study area residents and others with travel alternatives other than the single-occupancy-vehicle option. To that end, the study will identify and recommend traffic management improvements and unmet mobility needs for transit, bicycle, and pedestrians. The study area will include Lynn and parts of Swampscott, Salem, and Marblehead.

The latest CMS program identified severe congestion along Routes 129, 129A, and 107 in Lynn and in parts of Swampscott and Salem. Examples of congested intersections include Route 129 at Redington Street (Swampscott), at Western Avenue, and at Autumn Street/Basset Street (Lynn); Route 129A at Chatham Street (Lynn); and Route 107 at Burns-Albion/Minot Street (Lynn). Also, the supplemental list of the Boston Region MPO's 2005–2009 TIP already contains a number of arterial and intersection projects along these roadways. The proposed study will help identify specific improvements and assist the MPO by providing a sense of priorities.

The transit aspect of the study will focus on evaluating the effectiveness of recently improved MBTA bus services in the area. In addition, the study will search for new bus transit markets to address potential unmet bus service needs. Another area of focus will be service connectivity between transit modes (for example, schedule changes for improved connectivity between commuter rail and bus service). In parallel, the MBTA is in the process of developing the draft environmental impact statement for transit alternatives in the North Shore. This study, by identifying additional transit service needs in the study area, will inform the MBTA's capital planning process.

FY 2006 Activities and Expected Work Products:

CTPS will perform the following tasks:

- Continue developing improvement options
- Document findings and recommendations
- Present findings and recommendations to Study Advisory Group

FHWA/FTA Grant Application Task and Element: 44.23.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
87,700			87,700	87,700					

NORTH SHORE IMPROVEMENTS DEIS: REVERE-TO-SALEM CORRIDOR

STAFF: Central Transportation Planning Staff



CLIENT: MBTA

ID #: 82104

BUDGET: \$179,000

STATUS: 95%

The MBTA is working toward completion of the draft environmental impact statement (DEIS) to identify a locally preferred alternative for consideration by the Boston Region MPO.

FY 2006 Activities and Expected Work Products: CTPS will continue supporting the DEIS process and will assist the MBTA in any New Starts application submitted to the Federal Transit Administration.

This project supports MBTA work efforts described in Appendix A. It is also related to an ongoing, regionally significant project identified in the RTP and is included in the PMT.

FHWA/FTA Grant Application Task and Element: 44.23.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
10,000			10,000					10,000	



STAFF: Metropolitan Area Planning Council

CLIENT: Boston Region Metropolitan Planning Organization

ID #: MAPC 7

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

The MetroFuture initiative is a regional vision and growth strategy created by and for the residents of the 101 communities that comprise the MAPC region. This multiyear initiative has four fundamental objectives:

- Development of a sustainable-growth plan for the MAPC region (including implementation steps for state and local government and recommendations for private-sector stakeholders)
- Large-scale public education to increase visibility and awareness of regional issues related to the economy, environment, and quality of life
- Regionwide civic engagement in the planning process to build a constituency of knowledgeable and committed supporters who will work to translate the plan into reality
- Institutional capacity building throughout the region to link technology and information to community decision making for current and future planning processes

The planning process for MetroFuture and is being conducted in five phases:

- Phase I – Initial Visioning Sessions
- Phase II – Analysis of Baseline Data and Trends Extended
- Phase III – Development of Alternative Scenarios by Planning Dimension
- Phase IV – Development of Integrated Scenarios
- Phase V – Development of Implementation Strategies

Phase I is complete and MAPC aims to complete Phase II in the fall of 2005. Each phase is designed to build public and stakeholder support over time, taking into account the region's diverse cultures, viewpoints, and local interests. At the conclusion of Phase I, MetroFuture divided its work into five study areas or "dimensions":

- People and Communities
- Air, Water, and Wildlife
- Buildings and Landscapes
- Prosperity
- Getting Around

The Regional Transportation Plan should build upon, and be consistent with, the visions and outcomes of MetroFuture. The activities under this task were designed to help insure that that coordination takes place.

Estimating Land Use Impacts: The revised TIP criteria have begun the process of incorporating regional policies on land use, economic development, and environmental impacts adopted for the most recent Regional Transportation Plan (RTP) into the project selection process. To incorporate the land use/transportation link directly into the development of the next RTP, we need to understand how transportation investments will shape the region and whether the investments in the RTP will help us to get to the land use vision we are developing as part of MetroFuture. Working through this process will be a critical part of our linked work on MetroFuture and the RTP.



REGIONAL VISION: METROFUTURE (CONT.)

STAFF: Metropolitan Area Planning Council

CLIENT: Boston Region Metropolitan Planning Organization

ID #: MAPC 7

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

Developing Alternative Land Use Scenarios (MetroFuture Phase III): MAPC will develop alternative land use and transportation scenarios as a coordinated effort between MetroFuture and the RTP. This effort will include preparing several alternative scenarios and demonstrating differences and improvements. MAPC will assess these potential solutions in terms of the visions expressed in Phase I, and impacts on economy, environment, community, and equity. MAPC will also start the process of scenario integration by beginning to identify the tradeoffs among alternative scenarios for different study areas (dimensions).

Developing Integrated Scenarios (MetroFuture Phase IV): MAPC will work with the MetroFuture Steering Committee, MAPC staff, and transportation stakeholders to develop integrated scenarios for regional land use and transportation development, including distribution of future population and employment. MAPC will engage in a public process to select a preferred scenario, creating the focus for the implementation strategy that will be developed in Phase V.

FY 2006 Activities and Work Products: MAPC will complete final details on the baseline scenario in the “Getting Around” dimension and work on the transportation-related elements of other dimensions. We will then concentrate on Phases III and IV, with occasional activities to continue visioning and check in with transportation stakeholders.

FHWA/FTA Grant Application Task and Element: 44.23.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
		111,100	111,100	91,100		20,000			

REGIONWIDE SUBURBAN TRANSIT OPPORTUNITIES STUDY, PHASE III

STAFF: Central Transportation Planning Staff



CLIENT: Boston Region Metropolitan Planning Organization

ID #: 11354

BUDGET: \$50,000

STATUS: 0%

CTPS conducted the first phase of the Suburban Transit Opportunities Study, which included a review of suburban transit operations in peer metropolitan areas, an assessment of existing services in the Boston metropolitan area, and the development of new guidelines for operating successful transit service in Boston's suburbs. These guidelines were intended to be used by the MPO in evaluating applications for funding of new services that would improve mobility in suburban communities.

During the second phase of this study, CTPS developed and applied criteria meant to measure the potential of a suburban community to support new transit service. A technical memorandum was then produced which summarized those census tract groupings that rated highly with respect to the criteria. Existing transit services in these areas were then reviewed, and specific corridors were identified where new services should be considered for implementation.

FY 2006 Activities and Expected Work Products: In Phase III, CTPS will divide work between two major tasks. The first will be to develop the potential new service concepts identified in Phase II to the point of having sound service plans that could be implemented by eligible entities interested in applying for Boston Region MPO suburban mobility funding and identifying necessary local matching funds. The other task will be to provide ongoing technical and administrative support to the Boston Region MPO Suburban Mobility/Transportation Demand Management Subcommittee, including, but not limited to, reviews of applications for suburban mobility funding and interaction with those applicants to optimize service plans for approved projects.

This project carries out the Regional Transportation Plan's policy on mobility and will inform decisions about future funding in the Transportation Improvement Program.

FHWA/FTA Grant Application Task and Element: 44.24.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
50,000			50,000			50,000			



SILVER LINE PROJECT SUPPORT

STAFF: Central Transportation Planning Staff

CLIENT: MBTA

ID #: 23311

BUDGET: \$186,000

STATUS: 50%

CTPS will continue to assist the MBTA with Silver Line planning, including the annual New Starts Report for Silver Line Phase III and reporting associated with the completion of Silver Line Phase II.

FY 2006 Activities and Expected Work Products: Activities and work products associated with this project will continue as described above.

This project is related to an ongoing, regionally significant project identified in the Regional Transportation Plan and is included in the Program for Mass Transportation.

FHWA/FTA Grant Application Task and Element: 44.23.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
93,000			93,000					93,000	



URBAN RING ENVIRONMENTAL IMPACT REPORT, PHASE II

STAFF: Central Transportation Planning Staff

CLIENT: MBTA

ID #: 22325

BUDGET: To be determined

STATUS: Ongoing

This project involves the MBTA's preparation of a DEIR/DEIS to analyze the proposed bus rapid transit (BRT) component of the Urban Ring and to support the preparation of a New Starts Program grant application to the FTA.

FY 2006 Activities and Expected Work Products: CTPS will review comments from the public participation process and address them in the final analysis where possible. CTPS will also support the preparation of the New Starts application. The amount of funding and its source will be determined at a later date.

Related UPWP Projects: This work is related to a project included in the Regional Transportation Plan and is included in the Program for Mass Transportation. Also see Appendix A for MBTA-related work for this project.

FHWA/FTA Grant Application Task and Element: 44.23.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other

8 TECHNICAL SUPPORT/OPERATIONS ANALYSIS PROJECTS

Project ID #	Project Name	Page
MAPC 8	Alternative-Mode Planning and Coordination	8-2
73303	Lowell National Park Trolley Extension Study Support	8-5
13148	MBTA 2005 Fare-Mix Study	8-6
13397	MBTA 2005 National Transit Database: Directly Operated	8-7
13398	MBTA 2005 National Transit Database: Purchased Bus	8-8
14301	MBTA 2006 National Transit Database: Directly Operated	8-9
14302	MBTA 2006 National Transit Database: Purchased Bus	8-10
11353	MBTA Bus Deployment Study	8-11
11350	MBTA Bus Service Data Collection IV	8-12
13399	MBTA Facilities Needs Assessment	8-13
13396	MBTA Rider Oversight Committee Support	8-14
11111	Mobility Assistance Program and §5310 Review	8-15
11347	Program for Mass Transportation (PMT)–Generated Studies	8-16
23312	Silver Line Phase II Before-and-After Study	8-17
11124	Statewide Planning Assistance	8-18
MAPC 9	Support to Regional Transportation Plans	8-19
11132	Support to the Statewide Transportation Plan	8-20
90040	Travel Operations Analysis	8-20



STAFF: Metropolitan Area Planning Council

CLIENT: Boston Region Metropolitan Planning Organization

ID #: MAPC 8

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

MAPC will provide alternative-mode transportation planning support to the Boston Region MPO and communities. Alternative modes in this case will include bicycle and pedestrian transportation, ridesharing and other TDM services, and transit that is focused on areas currently under-served by the existing RTAs in the region. This work will include technical support and research on these modes in conjunction with CTPS efforts.

Suburban Mobility Program: MAPC will continue to work with the MPO to develop and implement its Suburban Mobility/Transportation Demand Management Program. This program funds services that improve the mobility of residents in areas currently unserved or under-served by transit. In FY 2006, work to improve the program's implementation process and the development of program guidelines will continue. As the development of this program has been one of MAPC's ongoing interests, it is intended that, with the approval of the MPO, MAPC staff will work closely with MassHighway on the management of the program's implementation and begin to develop project assessment guidelines. MAPC will also continue to work with the Suburban Mobility/TDM Subcommittee and CTPS to identify promising locations and ideas for future Suburban Mobility Program/TDM projects.

Congestion Mitigation and Air Quality (CMAQ): The federal CMAQ Program provides a funding source option to the Boston Region MPO for projects that reduce automobile congestion and improve air quality in the region. Work on this program includes coordinating with the MPO and the region's communities to identify potential projects eligible for funding and providing technical support and assistance to communities in developing these projects. A new regional target for CMAQ funds has been established at \$10 million. MAPC will continue to work with the Suburban Mobility/TDM Subcommittee to suggest useful program concepts across modes for this and subsequent annual targets. The first suggestions for bus shelters and transit station bike facilities were adopted in an FY 2005 TIP amendment. Suggestions for subsequent TIPs will include improvements in municipal bicycle and pedestrian facilities as well as ITS improvements. Additionally, MAPC is a member of the Statewide CMAQ Consultation Committee that is responsible for reviewing potential projects and approving their eligibility.

Transportation Enhancement Program: MAPC provides technical assistance and project review for communities and organizations proposing transportation enhancements to the existing transportation system, screens proposals for completeness, and provides staff support for the regional Transportation Enhancement Selection Committee. The Enhancement Program continues with its "rolling" deadline for proposals that now includes a more intensive pre-application process. MAPC will continue site visits to project application sites, which include photo documentation and meeting on site with proponents to more fully understand the proposed projects. This information is then shared with the MAPC Regional Enhancement Committee to help it make better, more informed decisions on project proposals.



STAFF: Metropolitan Area Planning Council

CLIENT: Boston Region Metropolitan Planning Organization

ID #: MAPC 8

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

Mobility Assistance Program (MAP): MAPC reviews proposals submitted to this EOT-administered statewide program. Current MAP guidelines require applicants to coordinate with the RPAs and to provide “regional service” that is coordinated with other entities to eliminate duplicative service.

Bicycle and Pedestrian Activities: In 1997, MAPC completed the MAPC Regional Bicycle and Pedestrian Plan. The passage of eight years and ensuing changes in the region require a fresh look at the regional plan. In conjunction with the anticipated renewal of the statewide bicycle and pedestrian plans, MAPC is reviewing and updating the regional bicycle and pedestrian plans, including a review of existing conditions and proposed modifications to the regional bicycle and pedestrian systems. This effort is directed towards proposing creative solutions for connectivity, identifying regional priorities, and creating a long-range plan for improving greater Boston’s bicycle and pedestrian facilities. MAPC anticipates that a draft report of the region’s bicycle plan will be completed during the first quarter of FY 2006. Work will also begin during this period to develop a work scope for and begin drafting the regional pedestrian plan.

Implementation of bicycle and pedestrian improvements will continue to be pursued through their inclusion in the development of the Regional Transportation Plan, through their inclusion in the Transportation Improvement Program, and through assistance to communities preparing and implementing projects through various funding programs. MAPC will also work on regulatory or legislative changes, as well as budgetary priorities, on both the state and local level to enhance adoption and implementation of elements in the plan. MAPC will maintain a database of all multi-use trail segments proposed in the region; this database is linked to our regional trail map, which is now on our Web site to provide on-line trail development status information.

Transportation Demand Management (TDM): These activities will receive additional focus in FY 2006 as MAPC begins work to develop “A Toolkit to Implement Transportation Demand Management at the Local Level.” Components of the toolkit that will be undertaken during the coming year include working with communities, or groups of communities, to develop model trip-reduction ordinances, to establish Transportation Management Associations, where needed, and to develop a “Citizen’s Guide to Transit Friendly Communities.” MAPC provides technical support and assistance to communities and organizations proposing TDM strategies to reduce traffic congestion and mobile source air pollution through better management of transportation infrastructure and vehicle trip travel. MAPC coordinates this program at the regional level by soliciting proposals and by providing staff for reviewing and recommending projects selected by the regional TDM Selection Committee.

ALTERNATIVE-MODE PLANNING AND COORDINATION (CONT.)**STAFF:** Metropolitan Area Planning Council**CLIENT:** Boston Region Metropolitan Planning Organization**ID #:** MAPC 8**BUDGET:** Not applicable to ongoing projects**STATUS:** Ongoing

FY 2006 Activities and Expected Work Products: MAPC will provide technical assistance and screen proposals to the CMAQ, Enhancement, and MAP programs. MAPC will also provide support and technical assistance in developing and implementing the MPO's Regional Suburban Mobility and TDM programs and will work on bicycle and pedestrian issues, including revisions to and implementation of the Regional Bicycle and Pedestrian Plans.

FHWA/FTA Grant Application Task and Element: 44.22.03**FY 2006 Budget**

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
		131,750	131,750	83,000		48,750			

LOWELL NATIONAL PARK TROLLEY EXTENSION STUDY SUPPORT

STAFF: Central Transportation Planning Staff



CLIENT: National Park Service

ID #: 73303

BUDGET: \$70,000

STATUS: 0%

The Lowell National Park has a trolley line within it that serves as a means of moving tourists around the park. The National Park Service has been investigating the feasibility of expanding that service outward into Lowell proper and transforming it into a viable means of serving work, shopping, personal business, and school trips made by Lowell citizens. It would continue to function as a means of transporting tourists around the area, but it would also serve these other trip purposes by virtue of being routed to Gallagher Terminal, the University of Lowell, and other activity nodes in Lowell.

The Park Service has been collaborating with the Northern Middlesex Council of Governments in their efforts to gauge the viability of this expanded trolley service concept. Representatives from both organizations have requested that the Boston Region MPO staff support their efforts by providing travel modeling expertise. The Boston Region MPO's travel model set covers Lowell and the rest of the Northern Middlesex region, and it is the only travel model set in the state capable of providing transit ridership forecasts. In addition, the Park Service wants to position this project as a candidate for the New Starts Program of the Federal Transit Administration (FTA), and doing so will require estimates of the measure known as user benefits. The MPO's travel model set is now connected to the FTA software—SUMMIT—that produces those user benefits estimates.

CTPS will therefore provide ridership and user benefits forecasts for a handful of alternative service plans, all involving the expansion of the current Park Service trolley line.

FY 2006 Activities and Expected Work Products: CTPS will calibrate the regional model set, as necessary, for the needs of this study. Ridership and user benefit estimates for a handful of alternatives will be provided, using the model set. An off-model method for estimating additional tourist-oriented trips will be formulated and applied.

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
70,000			70,000						70,000

MBTA 2005 FARE-MIX STUDY

STAFF: Central Transportation Planning Staff

CLIENT: MBTA

ID #: 13148

BUDGET: \$90,300

STATUS: 42%

The MBTA estimates monthly ridership on each mode by dividing the total fare revenue by the average fare paid. An updated average fare revenue must be calculated periodically for each transit mode by means of a fare-mix study. A fare-mix study employs a passenger survey to record the number of passengers paying each type of fare on each mode. The last MBTA fare-mix study was completed in 2001. CTPS recently began a new fare-mix study, which will continue during FY 2006.

FY 2006 Activities and Expected Work Products: The data collected during FY 2005 will be processed and analyzed to yield average fares, which will be combined with revenue data to produce ridership estimates. The estimates will be compared with past studies to highlight trends in ridership, and a technical report will be prepared.

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
52,000			52,000					52,000	

MBTA 2005 NATIONAL TRANSIT DATABASE: DIRECTLY OPERATED**STAFF: Central Transportation Planning Staff****CLIENT: MBTA****ID #: 13397****BUDGET: \$75,700****STATUS: 97%**

The objective of this project is to develop estimates of passenger boardings and passenger miles for directly operated bus, trackless trolley, heavy rail, and light rail services. The data that forms the basis of the estimates is collected through onboard ridechecks, station turnstile observations, and passenger surveys. The MBTA will be submitting its 2005 National Transit Database estimates of passenger boardings and passenger miles of various transit modes to the Federal Transit Administration with the aid of CTPS.

FY 2006 Activities and Expected Work Products: CTPS will continue to process and analyze ridecheck data information and prepare memoranda documenting estimates of passenger miles and boardings in FY 2005.

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
3,500			3,500					3,500	

MBTA 2005 NATIONAL TRANSIT DATABASE: PURCHASED BUS**STAFF: Central Transportation Planning Staff****CLIENT: MBTA****ID #: 13398****BUDGET: \$34,300****STATUS: 98%**

The objective of this project is to develop estimates of passenger boardings and passenger miles for bus routes operated as part of the Interdistrict and Suburban Transportation Programs and other contracted MBTA local bus service. The data that forms the basis of the estimates will be collected through onboard ridechecks. The MBTA will be submitting its FY 2005 National Transit Database estimates of passenger boardings and passenger miles to the Federal Transit Administration with the aid of CTPS.

FY 2006 Activities and Expected Work Products: CTPS will process and analyze ridecheck data and prepare memoranda documenting estimates of passenger miles and boardings in FY 2005.

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
1,000			1,000					1,000	

MBTA 2006 NATIONAL TRANSIT DATABASE: DIRECTLY OPERATED**STAFF: Central Transportation Planning Staff****CLIENT: MBTA****ID #: 14301****BUDGET: \$77,000****STATUS: 18%**

The objective of this project is to develop estimates of passenger boardings and passenger miles for directly operated bus, trackless trolley, heavy rail, and light rail services. The data that forms the basis of the estimates is collected through onboard ridechecks, station turnstile observations, and passenger surveys. The MBTA will be submitting its 2006 National Transit Database estimates of passenger boardings and passenger miles for various transit modes to the Federal Transit Administration with the aid of CTPS.

FY 2006 Activities and Expected Work Products: Ridechecks will be conducted for the bus and trackless trolley portions of the National Transit Database analysis. For heavy and light rail, origin-and-destination surveys will be conducted, along with fare-mix observations. CTPS will begin to process and analyze this information and to prepare memoranda documenting estimates of passenger miles and boardings in FY 2006. However, these memoranda will not be completed until 2007.

FHWA/FTA Grant Application Task and Element: 44.24.01**FY 2006 Budget**

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
74,500			74,500					74,500	

MBTA 2006 NATIONAL TRANSIT DATABASE: PURCHASED BUS**STAFF: Central Transportation Planning Staff****CLIENT: MBTA****ID #: 14302****BUDGET: \$35,300****STATUS: 21%**

The objective of this project is to develop estimates of passenger boardings and passenger miles for bus routes operated as part of the Interdistrict and Suburban Transportation Programs and other contracted MBTA local bus service. The data that forms the basis of the estimates will be collected through onboard ridechecks. The MBTA will be submitting its FY 2006 National Transit Database estimates of passenger boardings and passenger miles to the Federal Transit Administration with the aid of CTPS.

FY 2006 Activities and Expected Work Products: Ridechecks will be conducted onboard a random sample of bus trips. CTPS will begin to process and analyze this information and to prepare memoranda documenting estimates of passenger miles and boardings in FY 2006. However, these memoranda will not be completed until 2007.

FHWA/FTA Grant Application Task and Element: 44.24.01**FY 2006 Budget**

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
33,500			33,500					33,500	



MBTA BUS DEPLOYMENT STUDY

STAFF: Central Transportation Planning Staff

CLIENT: MBTA

ID #: 11353

BUDGET: \$150,000

STATUS: 40%

The objective of this project is to evaluate the infrastructure needs for the MBTA's existing bus system. The analysis will lead to a prioritization of infrastructure investments that will most effectively improve service for MBTA bus riders. In parallel, bus routes will likely be assessed on a corridor level with respect to current and projected ridership, vehicle resource allocation, service reliability, traffic congestion, and potential for intelligent-transportation-systems applications. This study will also provide the MBTA with necessary information to plan adequately for the potential addition of 100 buses to its existing fleet, as discussed in the RTP.

FY 2006 Activities and Expected Work Products: The MPO's Transportation Planning and Programming Committee approved a work scope outlining the specific tasks for this project in December 2004. In 2006, CTPS will prepare technical memoranda identifying corridors and areas where, in light of standards for schedule adherence and vehicle load, vehicle resource deficiencies are projected over the next 12 to 15 years. Strategies for addressing these problems will also be proposed, along with a determination of the optimal fleet size and corresponding costs. A final report will be prepared on the project.

FHWA/FTA Grant Application Task and Element: 44.24.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
66,000			66,000					66,000	

MBTA BUS SERVICE DATA COLLECTION IV

STAFF: Central Transportation Planning Staff



CLIENT: MBTA

ID #: 11350

BUDGET: \$745,300

STATUS: 46%

In order to assess bus service changes that are included in the biennial MBTA Service Plans, the MBTA requires ongoing data collection on its bus system. The data collected as part of this project also supports future MBTA service plans: bus routes undergo comparative evaluations for cost-effectiveness, crowding, schedule adherence, and other indicators.

FY 2006 Activities and Expected Work Products: CTPS will be conducting ridechecks, pointchecks, and timechecks to monitor service on the MBTA bus system. This data will be processed and presented to the MBTA in summarized form, along with recommendations for service reallocations to correct schedule adherence problems or observed crowding problems.

CTPS will also provide the MBTA with access to an electronic version of the ridecheck database in order to produce specialized reports on service performance by time period, route groupings, and other categories.

Results from this work will also be used to update the regional model that is used to develop the Regional Transportation Plan and the Program for Mass Transportation.

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
380,000			380,000					380,000	

MBTA FACILITIES NEEDS ASSESSMENT

STAFF: MBTA

CLIENT: MBTA

ID #: 13399

BUDGET: \$145,500

STATUS: 0%

The MBTA will undertake an inventory of facilities, including stations and other support facilities, to document capital infrastructure needs at each selected facility. The analysis will then prioritize facilities for consideration in the capital programming process.

FY 2006 Activities and Expected Work Products: Specific tasks and work products associated with this project will be defined when the MBTA prepares a work program implementing it

FHWA/FTA Grant Application Task and Element: 44.26.05

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
	145,500		145,500				145,500		

MBTA RIDER OVERSIGHT COMMITTEE SUPPORT

STAFF: Central Transportation Planning Staff



CLIENT: MBTA

ID #: 13396

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

The MBTA general manager established a Rider Oversight Committee (ROC) in 2004 to provide ongoing public input on a number of different issues, including strategies to increase ridership, development of new fare structures, and prioritization of capital improvements.

FY 2006 Activities and Expected Work Products: CTPS will provide support to the ROC by participating in its meetings, responding to technical questions posed by members, and performing technical analyses that will assist the committee in making recommendations on the issues listed above. Work will focus on the development of a new fare policy and accompanying fare strategies, as well as the determination of revenue and ridership impacts of such changes.

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
30,000			30,000					30,000	

MOBILITY ASSISTANCE PROGRAM AND §5310 REVIEW

STAFF: Central Transportation Planning Staff



CLIENT: Executive Office of Transportation

ID #: 11111

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

Pre-applications and final applications from organizations located in the Boston Region MPO area for funding under the Federal Transit Administration's §5310 program and the state's Mobility Assistance Program will be reviewed for their consistency with regional goals. These programs award eligible organizations with capital grants for providing transportation services for people who are elderly or disabled. As well as commenting in detail on each application, staff will attend all relevant meetings and participate in the selection of funding recipients.

FY 2006 Activities and Expected Work Products: Grant application evaluations and guidance to program participants.

FHWA/FTA Grant Application Task and Element: 44.21.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
1,000			1,000			1,000			

PROGRAM FOR MASS TRANSPORTATION (PMT)–GENERATED STUDIES**STAFF:** Central Transportation Planning Staff**CLIENT:** MBTA**ID #:** 11347**BUDGET:** Not applicable to ongoing projects**STATUS:** Ongoing

Through the PMT process, a number of issues and projects were identified that may warrant further analysis and review. Because the PMT has been completed, the objective of this project is to provide a mechanism for considering topics that were raised within the PMT.

FY 2006 Activities and Expected Work Products: CTPS will support the MBTA in conducting more-in-depth analyses of projects recommended in the 2003 PMT.

This project will further the implementation of the Regional Transportation Plan and the Program for Mass Transportation.

FHWA/FTA Grant Application Task and Element: 44.23.02**FY 2006 Budget**

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
103,400			103,400				40,000	63,400	



SILVER LINE PHASE II BEFORE-AND-AFTER STUDY

STAFF: Central Transportation Planning Staff

CLIENT: MBTA

ID #: 23312

BUDGET: \$187,300

STATUS: 58%

In this study CTPS will collect and process ridership information on Silver Line Phase II and on existing transportation services in the same area at a level of detail sufficient to measure the impacts of the Silver Line on regional transportation patterns and on individual transportation providers. Staff will also compare actual performance of Silver Line Phase II service with predictions in terms of ridership volumes, ridership sources, and revenue.

During FY 2005, a set of “before” counts was completed by CTPS on local, intercity, and shuttle bus routes operating along the Silver Line Phase II corridor, as was a technical memorandum describing these results. The first set of “after” counts of new Silver Line routes was also completed before the beginning of full service to Logan Airport.

FY 2006 Activities and Expected Work Products: CTPS will first complete a technical memorandum describing the results of the first “after” counts, conducted in FY 2005. Later in FY 2006, CTPS will conduct the final “after” counts on both the Silver Line and other bus routes in the corridor, along with an onboard survey of Silver Line riders.

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
109,900			109,900					109,900	

STATEWIDE PLANNING ASSISTANCE

STAFF: Central Transportation Planning Staff

CLIENT: Office of Transportation Planning

ID #: 11124

BUDGET: \$418,500

STATUS: Ongoing

Work on this project is performed as requested by the state's Office of Transportation Planning (OTP). CTPS will provide general technical assistance on OTP planning activities. This assistance may include:

- Short-term and ongoing analysis of projects and proposals, including travel demand modeling, impacts analyses, air quality analyses, traffic engineering analyses, and other types of quick response analyses for MassHighway traffic planning
- Preparation of supporting data, graphics, maps, and other materials for OTP studies and presentations
- Technical assistance on OTP activities such as development of travel demand models and development of the Statewide Transportation Plan
- Support of environmental document preparation for projects under development, such as Hanscom Airfield, Concord Rotary, Kendrick Street in Newton, and Brimball Avenue in Beverly
- Assistance on the Buzzard's Bay Commuter Rail Study
- Modeling support for the South Weymouth Naval Air Station Reuse alternatives

FY 2006 Activities and Expected Work Products: Activities and work products will depend on tasks requested by the OTP. Projects of appropriate scope will be submitted to the Transportation Planning and Programming Committee before proceeding.

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	MBTA	Other
418,500			418,500		418,500				

SUPPORT TO REGIONAL TRANSPORTATION PLANS

STAFF: Metropolitan Area Planning Council



CLIENT: Boston Region Metropolitan Planning Organization

ID #: MAPC 9

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

The objective of this project is to develop, forecast, and analyze regional and community data that will assist in and support transportation and land use planning for the region. This data and analysis will be used to assist in developing alternative and preferred scenarios for MetroFuture and for the MPO's 2006 Regional Transportation Plan (RTP). MAPC forecasts are shared with MPO agencies and with CTPS.

The major activity in this category in FY 2005 was the development of population and employment "trends extended," which MAPC anticipates will be completed by August 2005. At that point, the projections will have been vetted with communities and allocated to TAZs. In FY 2006, this project will focus on developing population, employment, and housing data consistent with the alternative and preferred scenarios identified through the MetroFuture project. All of this data will be available for use in developing the next RTP.

FY 2006 Activities and Expected Work Products: Continued work to develop population and employment forecasts for MetroFuture and the RTP.

FHWA/FTA Grant Application Task and Element: 44.22.02

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
		25,000	25,000	20,000		5,000			

SUPPORT TO THE STATEWIDE TRANSPORTATION PLAN

STAFF: Central Transportation Planning Staff

CLIENT: Office of Transportation Planning

ID #: 11132

BUDGET: \$50,000

STATUS: Ongoing

The Office of Transportation Planning (OTP) has developed a draft statewide long-range transportation plan, “A Framework for Thinking—A Plan for Action,” covering all modes of transportation in the commonwealth. This document has been distributed for public comment. CTPS has been asked to continue to provide support for this effort as the document is finalized.

FY 2006 Activities and Expected Work Products: CTPS will provide graphic and public outreach support in the production of the final document.

FHWA/FTA Grant Application Task and Element: 44.23.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
50,000			50,000		50,000				

TRAVEL OPERATIONS ANALYSIS

STAFF: Central Transportation Planning Staff

CLIENT: Boston Region Metropolitan Planning Organization

ID #: 90040

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

Through the performance of various planning studies for the MBTA, CTPS has accumulated a large amount of ridership, revenue, and service data. This project involves performing various short-term analyses using this available data, upon request.

FY 2006 Activities and Expected Work Products: Activities and work products will depend on tasks requested by the MPO agencies.

FHWA/FTA Grant Application Task and Element: 44.24.01

FY 2006 Budget

Funding Recipient(s)			FY 06 Total Budget	Funding Source(s)					
CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
17,000			17,000			17,000			

9 BOSTON REGION MPO OPERATING SUMMARIES

This chapter contains overall budget information by recipient agency and by funding source for projects listed in the previous chapters. The information is presented according to the same UPWP categories used in those chapters:

Administration and Resource Management Projects	\$720,000
Certification Requirements	2,085,500
Location/Site-Specific Studies	346,500
Regional Planning Studies	1,280,050
Technical Support/Operations Analysis Projects	1,712,550
EOT Section 5303 Local Match*	<u>182,600</u>
Total	\$6,327,200

Funding for the MPO projects in the FY 2006 UPWP comes from the following sources, which are described in Chapter 1:

FHWA 3C Planning (PL)	\$2,829,600
FHWA/MassHighway Statewide Planning and Research (SPR)	926,000
FTA/EOT, MAPC and MBTA Local Match to Section 5303	1,496,800
MBTA	952,800
Other	<u>122,000</u>
Total	\$6,327,200

In the following pages, the budget information presented in the preceding chapter is summarized in six tables. These tables are followed by a one-page summary showing the entire budget by recipient agency and funding source.

The last two tables in this chapter are required by the Federal Highway Administration and the Federal Transit Administration to be included in each UPWP. One shows the MPO's history of 3C PL expenditures and the other shows the grant application categories for Section 5303 funding. The purpose of these summaries is to assist federal and state contract administrators in reviewing the overall budget in detail.

* EOT Section 5303 matching funds have been applied to the UPWP categories as a whole rather than to individual projects.

	Funding Recipient			FY 2006 Budget	Funding Source				
	CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA
Computer Resource Management	300,000			300,000	209,500		90,500		
Data Resources Management	350,000			350,000	244,000		106,000		
Direct Support	70,000			70,000	10,000	55,000	5,000		
Total	\$720,000			\$720,000	\$463,500	\$55,000	\$201,500		

FY 2006 UNIFIED PLANNING WORK PROGRAM BUDGET SUMMARIES

CERTIFICATION REQUIREMENTS

	Funding Recipient			FY 2006 Budget	Funding Source				
	CTPS	MBTA	MAPC		3C PL	SPR	MPO §5303	MBTA §5303	Other
3C Planning Process and Public Outreach Activities	709,000			709,000	495,000		214,000		
Air Quality Conformity Determinations	15,000			15,000	10,500		4,500		
Air Quality Support Activity	60,000			60,000	42,000		18,000		
Boston Region MPO Title VI Reporting	40,000			40,000			40,000		
Disability Access Support (Also Includes Provision of Materials in Accessible Formats)	60,000			60,000			60,000		
MPO/MAPC Liaison and Support Activities			155,000	155,000	111,250		43,750		
Regional Equity/Environmental Justice Support	100,000			100,000	68,900		31,100		
Regional Model Enhancement	453,000			453,000	168,000	213,000	72,000		
Regional Transportation Plan	130,000			130,000	91,000		39,000		
Subregional Support Activities			119,000	119,000	76,500		42,500		
Transportation Improvement Program (TIP)									
CTPS	130,000			130,000	91,000		39,000		
Transportation Improvement Program (MAPC)			49,500	49,500	37,000		12,500		
Unified Planning Work Program	50,000		15,000	65,000	48,750		16,250		
Total	\$1,747,000		\$338,500	\$2,085,500	\$1,239,900	\$213,000	\$632,600		

FY 2006 UNIFIED PLANNING WORK PROGRAM BUDGET SUMMARIES
LOCATION/SITE-SPECIFIC STUDIES

	Funding Recipient			FY 2006 Budget	Funding Source					
	CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
Lucent Technologies Commuter Rail Station Feasibility Study	36,000			36,000					36,000	
Newton Corner Rotary Study	95,000			95,000	95,000					
Route 2/Alewife Brook Parkway Traffic Study	58,000			58,000	58,000					
Routes 110 and 113 Rotary Interchange Study, Methuen	37,500			37,500		37,500				
Routes 1-93/24 Interchange Improvements	60,000			60,000	60,000					
Route 1-93/95 Interchange, Woburn/Reading Design Alternatives	60,000			60,000		60,000				
Total	\$346,500			\$346,500	\$213,000	\$97,500			\$36,000	

**FY 2006 UNIFIED PLANNING WORK PROGRAM BUDGET SUMMARIES
REGIONAL PLANNING STUDIES**

	Funding Recipient			FY 2006 Budget	Funding Source					
	CTPS	MBTA	MAPC		3C PL	SPR	MPO \$5303	MBTA \$5303	MBTA	Other
2005–2006 HOV Lane Monitoring	42,000			42,000		42,000				
Belmont, Lexington, Waltham Development Impact Study (CTPS)	99,000			99,000	99,000					
Belmont, Lexington, Waltham Development Impact Study (MAPCF)			73,750	73,750	40,000		33,750			
Bicycle/Pedestrian Studies (\$50,000)	75,000			75,000	75,000					
Bicycle/PedestrianMobility in Small Town Centers	78,400			78,400	78,400					
Congestion Management System Monitoring Program	200,000			200,000	200,000					
Green Line Extension to Medford DEIR/DEIS	TBD*			TBD*					TBD*	
I-495 Circumferential Transit Study	36,000			36,000			36,000			
I-495 Corridor Transportation Study	50,000			50,000		50,000				
Land Use Development Project Reviews			82,000	82,000	65,000		17,000			52,000
Massport Transportation Studies	52,000			52,000						
MBTA Service Benchmarking	30,000			30,000				30,000		
MBTA Transit Signal Priority	110,100			110,100	74,000		36,100			
Mid–North Shore Subregional Study	87,700			87,700	87,700					
North Shore Improvements DEIS: Revere to Salem Corridor	10,000			10,000					10,000	
Regional Vision: MetroFuture			111,100	111,100	91,100		20,000			
Regionwide Suburban Transit Opportunities Study, Phase III	50,000			50,000			50,000			
Silver Line Project Support	93,000			93,000					93,000	
Urban Ring Environmental Impact Report	TBD*			TBD*					TBD*	
Total	\$1,013,200		\$266,850	\$1,280,050	\$810,200	\$92,000	\$192,850	\$30,000	\$103,000	\$52,000

**FY 2006 UNIFIED PLANNING WORK PROGRAM BUDGET SUMMARIES
TECHNICAL SUPPORT/OPERATIONS ANALYSIS PROJECTS**

	Funding Recipient			FY 2006 Budget				Funding Source			
	CTPS	MBTA	MAPC			3C PL	SPR	\$5303	MBTA §5303	MBTA	Other
Alternative-Mode Planning and Coordination			131,750	131,750	83,000			48,750			
Lowell National Park Trolley Extension Study Support	70,000			70,000							70,000
MBTA Fare-Mix Study	52,000			52,000						52,000	
MBTA 2005 National Transit Database: Directly Operated Bus	3,500			3,500						3,500	
MBTA 2005 National Transit Database: Purchased Bus	1,000			1,000						1,000	
MBTA 2006 National Transit Database: Directly Operated Bus	74,500			74,500						74,500	
MBTA 2006 National Transit Database: Purchased Bus	33,500			33,500						33,500	
MBTA Bus Deployment Study	66,000			66,000						66,000	
MBTA Bus Service Data Collection IV	380,000			380,000						380,000	
MBTA Facility Needs Assessment		145,500		145,500					145,500		
MBTA Rider Oversight Committee Support	30,000			30,000						30,000	
Mobility Assistance Program and §5310 Review Program for Mass Transportation-Generated Studies	1,000			1,000				1,000			
	103,400			103,400					40,000	63,400	
Silver Line Project Before and After Study	109,900			109,900						109,900	
Statewide Planning Assistance	418,500			418,500			418,500				
Support to the Regional Transportation Plan			25,000	25,000	20,000			5,000			
Support to the Statewide Transportation Plan	50,000			50,000			50,000				
Transit Operations Analysis	17,000			17,000				17,000			
Total	\$1,410,300	\$145,500	\$156,750	\$1,712,550	\$103,000		\$468,500	\$71,750	\$185,500	\$813,800	\$70,000

Estimated FY 2006

UPWP Total Budget by

Recipient Agency

Category	UPWP Total	MAPC			Total CTPS	CTPS					MBTA	EOT
		Total MAPC	3C PL	MPO §5303		3C PL	SPR	MPO §5303	MBTA §5303	MBTA		
Administration and Resource Mgt.	720,000				720,000	463,500	55,000	201,500				
Certification Requirements	2,085,500	338,500	238,500	100,000	1,747,000	1,001,400	213,000	532,600				
Location/Site-Specific Studies	346,500				346,500	213,000	97,500			36,000		
Regional Planning Studies	1,280,050	266,850	196,100	70,750	1,013,200	614,100	92,000	122,100	30,000	103,000	52,000	
Technical Support Projects	1,712,550	156,750	103,000	53,750	1,410,300		468,500	18,000	40,000	813,800	70,000	
EOT §5303 Local Match	182,600										145,500	
Total	\$6,327,200	\$762,100	\$537,600	\$224,500	\$5,237,000	\$2,292,000	\$926,000	\$874,200	\$70,000	\$952,800	\$122,000	\$182,600

Estimated FY 2006

UPWP Total Budget by

Funding Source

Category	UPWP Total	Highway Sources			Total Transit	Transit Sources					Other	
		Total Highway	3C PL	SPR		MPO §5303	MBTA §5303	MAPC §5303 Match	MBTA §5303 Match	EOT §5303 Match	MBTA	Other
Administration and Resource Mgt.	720,000	518,500	463,500	55,000	201,500	201,500						
Certification Requirements	2,085,500	1,452,900	1,239,900	213,000	632,600	612,600		20,000				
Location/Site-Specific Studies	346,500	310,500	213,000	97,500	36,000						36,000	
Regional Planning Studies	1,280,050	902,200	810,200	92,000	325,850	178,700	20,000	14,150	10,000		103,000	52,000
Technical Support Projects	1,712,550	571,500	103,000	468,500	1,071,050	61,000	123,700	10,750	61,800		813,800	70,000
EOT §5303 Local Match	182,600				182,600					182,600		
Total	\$6,327,200	\$3,755,600	\$2,829,600	\$926,000	\$2,449,600	\$1,053,800	\$143,700	\$44,900	\$71,800	\$182,600	\$952,800	\$122,000

STATUS OF 3C PLANNING FUNDS FOR THE BOSTON REGION MPO

FY	YEAR	PL Allocation	Allocation CUM	Expended PL \$	CUM Expended	Committed PL \$	PL Balance
74	Supplement	\$157,376	\$157,376	\$42,800	\$42,800		\$114,576
74	10/1/1973	\$528,651	\$686,027	\$90,000	\$132,800		\$553,227
75	10/1/1974	\$622,075	\$1,308,102	\$0	\$132,800		\$1,175,302
76	10/1/1975	\$636,638	\$1,944,740	\$1,038,000	\$1,170,800		\$773,940
77	10/1/1976	\$210,122	\$2,154,862	\$0	\$1,170,800		\$984,062
78	10/1/1977	\$237,752	\$2,392,614	\$1,201,078	\$2,371,878		\$20,736
79	10/1/1978	\$441,700	\$2,834,314	\$0	\$2,371,878		\$462,436
80	10/1/1979	\$492,773	\$3,327,087	\$844,802	\$3,216,680		\$110,407
81	10/1/1980	\$521,146	\$3,848,233	\$0	\$3,216,680		\$631,553
82	10/1/1981	\$462,898	\$4,311,131	\$476,321	\$3,693,001		\$618,130
83	10/1/1982	\$692,544	\$5,003,675	\$436,334	\$4,129,335		\$874,340
84	10/1/1983	\$775,112	\$5,778,787				\$5,778,787
85	10/1/1984	\$837,550	\$6,616,337	\$1,095,000	\$5,224,335		\$1,392,002
86	10/1/1985	\$839,179	\$7,455,516	\$0	\$5,224,335		\$2,231,181
87	10/1/1986	\$719,761	\$8,175,277	\$2,830,000	\$8,054,335		\$120,942
88	10/1/1987	\$735,253	\$8,910,530	\$790,000	\$8,844,335		\$66,195
89	10/1/1988	\$735,253	\$9,645,783	\$735,300	\$9,579,635		\$66,148
90	10/1/1989	\$721,562	\$10,367,345	\$735,000	\$10,314,635		\$52,710
91	10/1/1990	\$729,679	\$11,097,024	\$683,422	\$10,998,057		\$98,967
92	10/1/1991	\$1,485,062	\$12,582,086	\$718,082	\$11,716,139		\$865,947
93	10/1/1992	\$1,777,524	\$14,359,610	\$1,465,265	\$13,181,404 *		\$1,178,206
94	10/1/1993	\$1,768,482	\$16,128,092	\$1,965,750	\$15,147,154 *		\$980,938
95	10/1/1994	\$1,763,899	\$17,891,991	\$1,768,482	\$16,915,636 *		\$976,355
96	10/1/1995	\$1,741,059	\$19,633,050	\$1,768,482	\$18,684,118 *		\$948,932
97	10/1/1996	\$1,998,957	\$21,632,007	\$1,745,359	\$20,429,477 *		\$1,202,530
98	10/1/1997	\$3,094,224	\$24,726,231	\$1,998,957	\$22,428,434 *		\$2,297,797
99	10/1/1998	\$2,413,833	\$27,140,064	\$1,998,210	\$24,426,644 *		\$2,713,420
00	10/1/1999	\$2,438,047	\$29,578,111	\$2,438,047	\$26,864,691 *		\$2,713,420
01	10/1/2000	\$2,484,619	\$32,062,730	\$2,484,619	\$29,349,310 *		\$2,713,420
02	10/1/2001	\$2,525,300	\$34,588,030	\$2,525,300	\$31,874,610 *		\$2,713,420
03	10/1/2002	\$2,523,400	\$37,111,430	\$2,523,400	\$34,398,010 *		\$2,713,420
04	10/1/2003	\$2,523,500	\$39,634,930	\$2,523,500	\$36,921,510 *		\$2,713,420
05	10/1/2004	\$2,523,500	\$42,158,430	\$2,523,500	\$39,445,010 *		\$2,713,420
06	10/1/2005	\$2,829,600	\$44,988,030	\$0	\$39,445,010 *	\$2,829,600	\$2,713,420

*Assumed: Has not undergone post audit

FY 2006 UNIFIED PLANNING WORK PROGRAM BY FTA TASK AND ELEMENT

Estimated Budget, FTA § 5303 by Agency (in \$1,000s)

UPWP Number	UPWP Task Title	FTA § 5303 Total	MAPC		CTPS	MBTA		EOT
			Fed	Local	Fed	Fed	Local	Local
44.21.00	PROGRAM SUPPORT AND ADMINISTRATION	230.250	1.000	0.250	229.000	0.000	0.000	0.000
21.01	Unified Planning Work Program	16.250	1.000	0.250	15.000	0.000	0.000	0.000
21.02	3C Planning Process and Public Outreach Activities	214.000	0.000	0.000	214.000	0.000	0.000	0.000
44.22.00	GEN. DEVELOP. & COMPREHENSIVE PLANNING	159.750	43.000	10.750	106.000	0.000	0.000	0.000
22.01	Data Resources Management	106.000			106.000	0.000	0.000	0.000
22.02	General Development & Planning Activities	5.000	4.000	1.000	0.000	0.000	0.000	0.000
22.03	Alternative-Mode Coordination	48.750	39.000	9.750				
44.23.00	LONG-RANGE TRANSPORTATION PLANNING	145.750	56.600	14.150	75.000	0.000	0.000	0.000
23.01	Systems-Level Planning							
	Belmont, Lexington and Waltham Study	33.750	27.000	6.750				
	Regional Transportation Plan	39.000			39.000			
	Regional Vision–MetroFuture	20.000	16.000	4.000				
23.02	Project-Level Planning							
	Land Use Development Project Reviews	17.000	13.600	3.400				
	I-495 Transit Study				36.000			
44.24.00	SHORT-RANGE TRANSPORTATION PLANNING	526.200	0.000	0.000	143.100	143.700	71.800	167.600
24.01	Special Activities	167.600	0.000	0.000				167.600
	Boston MPO Title VI Reporting				40.000			
	MBTA Service Benchmarking	30.000				20.000	10.000	
	Regionwide Suburban Transit Opportunities	50.000			50.000			
	MBTA Facilities Needs Assessment	145.500				97.000	48.500	
	MBTA Transit Signal Prioritization				36.100			
	Program for Mass Transportation–Generated Studies	40.000				26.700	13.300	
	Travel Operations Analysis	17.000			17.000			
44.25.00	TRANSPORTATION IMPROVEMENT PROGRAM	51.500	10.000	2.500	39.000	0.000	0.000	0.000
25.01	Transportation Improvement Program(TIP)							
	TIP (CTPS)	39.000			39.000			
	TIP (MAPC)	12.500	10.000	2.500				
44.26.00	PLANNING EMPHASIS AREAS	332.250	69.000	17.250	246.000	0.000	0.000	0.000
26.01	Linking the Planning and NEPA Processes							
	Air Quality Conformity Determinations	4.500			4.500			
	Air Quality Support Activities	18.000			18.000			
26.02	Consultation with Local Officials							
	Subregional Support Activities	42.500	34.000	8.500				
	MPO/MAPC Liaison and Support Activities	43.750	35.000	8.750				
26.03	Coordination of Human Service Transportation							
	Mobility Assistance/§5310 Program	1.000			1.000			
	Disability Access Support	60.000			60.000			
26.04	Enhancing Technical Capacity							
	Regional Model Enhancement	72.000		0.000	72.000	0.000	0.000	0.000
	Computer Resource Management	90.500			90.500			
44.27.00	OTHER ACTIVITIES	51.100	0.000	0.000	36.100	0.000	0.000	15.000
27.01	Direct Support Activities	5.000	0.000	0.000	5.000	0.000	0.000	0.000
27.02	Regional Equity Environmental Justice Support	31.100	0.000	0.000	31.100	0.000	0.000	0.000
27.03	Program for Disadvantaged Business	15.000	0.000	0.000		0.000	0.000	15.000
GRAND TOTAL		1496.800	179.600	44.900	874.200	143.700	71.800	182.600

APPENDIX A

OTHER BOSTON REGION TRANSPORTATION PLANNING PROJECTS

The following are brief descriptions of planning studies that will be conducted in the Boston Region MPO area by individual agencies, such as MassHighway or the MBTA. MPO funding will not be used for these studies, although in certain instances an agency or one of its consultants may contract with MPO staff to provide support work for the preparation of an environmental impact report (EIR) or major investment study. For these projects, CTPS support work is described in Chapters 4 through 8 with a cross-reference to the project listing in this appendix. Likewise, projects listed in this appendix indicate whether there is a CTPS component. An example of this is the MBTA's Beyond Lechmere Study: CTPS support work is described in Chapter 7, and the MBTA project itself is presented in this appendix.

The projects in this appendix are not subject to the Boston Region MPO's public participation process. Rather, they follow their own public processes with established citizen advisory committees, as required by the Massachusetts Environmental Policy Act (MEPA). They are included here to provide a complete picture of all the transportation planning projects occurring in the region.

Assembly Square Orange Line Station**Agency: City of Somerville**

This study involves analyzing the feasibility of a new Orange Line Station at Assembly Square. The City of Somerville is working in close coordination with the MBTA to determine the potential of such a station and the possibility of a public/private partnership to construct it.

Bus Maintenance Facility Planning/Design**Agency: MBTA**

The MBTA is implementing recommendations of its 2003 Bus Maintenance Facilities Strategic Plan. Among those recommendations is planning, permitting, and design work for a North Side facility at Wellington that will support the Authority's efforts in upgrading its bus fleet and service with modern, state-of-the-art maintenance operations.

Beyond Lechmere**Agency: MBTA**

The MBTA in the spring of 2005 is nearing completion of its major investment study/alternatives analysis of transit improvements for the East Cambridge/Somerville/Medford corridor beyond Lechmere. Should the project be advanced in the planning process, next steps would involve

undertaking environmental impact analyses and preliminary design engineering of the Massachusetts Environmental Policy Act and/or National Environmental Policy Act processes.

See page 7-8 for related work being conducted by the Central Transportation Planning Staff.

I-93/I-95 Interchange, Woburn/Reading**Agency: Executive Office of Transportation**

The I-93/I-95 Interchange Transportation Study is being conducted by EOT's Office of Transportation Planning on behalf of MassHighway. The primary goals of this planning study are to examine and recommend ways to improve traffic flow and safety at the interchange while minimizing impacts in surrounding communities. Working closely with the I-93/I-95 Interchange Task Force, a full range of alternatives, including interchange improvements and non-highway options, will be developed and analyzed as the study progresses. The study officially began in September 2004 and runs through spring 2006. CTPS will provide travel demand forecasting services to supplement the work of the consultant team. For more information, visit the study Web site at www.9395info.com.

See page 6-7 for related work being conducted by the Central Transportation Planning Staff.

Intelligent Transportation Systems Development and Implementation**Agency: MassHighway**

MassHighway is engaged in planning, developing and implementing intelligent transportation systems (ITS) to more effectively operate the highway system in Massachusetts. Planning activities for ITS are described in the State Planning and Research Program – Part I, which is available from MassHighway. Current planning activities include developing the regional ITS architecture for metropolitan Boston and for other regions within the state.

MassHighway has established an ITS Unit within the Highway Operations department to design, develop, implement, and maintain ITS systems across the state. The ITS Unit works with consultants and contractors on these rapidly evolving technologies. Current activities in the Boston region include construction of the regional Traffic Operations Center in South Boston, operation of the HOV lanes on I-93 into Boston from the north and south, and development of an Advanced Transportation Management System.

Massachusetts Freight Rail Plan

Agency: Executive Office of Transportation

The Massachusetts Freight Rail Plan will provide an inventory of all freight rail lines in the commonwealth. Within that inventory will be an overview of the services provided on each freight rail line, including industrial segments served by commodity, volume, and value. The plan will include an overview of related freight rail infrastructure, such as intermodal links, freight yards, warehousing, and highways utilized.

North Shore Draft Environmental Impact Statement (DEIS) on Transit Improvements between Revere and Salem

Agency: MBTA

This study began with an examination of individual feasibility studies previously conducted in the area that analyzed Blue Line extensions, commuter rail improvements, and the construction of a commuter rail connection at Wonderland Station. Because of the significant environmental issues associated with several of the alternatives, the MBTA expanded the planning process to include a draft environmental impact statement (DEIS) for the Revere-to-Salem corridor. Once a locally preferred alternative is identified in the DEIS, the MBTA will seek the endorsement of the MPO. The budget to date for this project is approximately \$4.0 million.

See page 7-16 for related work being conducted by the Central Transportation Planning Staff.

Region One University Transportation Center Universities Research Program

Colleges and Universities

The following is a list of research programs that are currently being conducted at the Region One University Transportation Center. For further information on specific projects, contact Paula Magliozzi at (617) 253-0753.

Harvard University

- Projections and Performance: Comparing Forecast and Actual Costs and Usage of Recent Highway and Transit Projects (Highway) \$45,670

Massachusetts Institute of Technology

- Role of Physicians and Family in the Driving Decision (Highway) \$51,926
- Strategies and Tools for Decentralized Management of Urban Transportation (Multimodal) \$26,500
- Improving the Understanding of Transfer Behavior in Urban Public Transport Networks (Transit) \$26,500

University of Connecticut

- Strategies for Extending the Bicycle Network in Older Cities (Highway) \$54,110

University of Massachusetts

- An Evaluation of Driver Comprehension Related to Solid Yellow Change Indications and the Potential Impact of the Flashing Yellow Arrow Permissive Indication (Multimodal) \$41,785

Universities of Connecticut & Vermont

- Identification of Crash-Prone Traffic Flow States on Freeways Using Real-Time Surveillance Data (Highway) \$54,110

Statewide Bicycle Plan Update**Agency: Executive Office of Transportation**

The Commonwealth of Massachusetts, acting through the Executive Office of Transportation (EOT) and the Massachusetts Highway Department (MassHighway), has received several proposals to conduct the update of the Statewide Bicycle Plan. The Statewide Bicycle Plan will develop a prioritized plan of on- and off-road bicycling improvements in order to develop a statewide bicycling network. Also to be evaluated are gaps in the existing network; connectivity to residential, employment, and multimodal centers; and coordination of planned and future bicycling improvements. The proposals are currently under review. This study will be administered by EOT and its Office of Transportation Planning.

Statewide Transportation Plan**Agency: Executive Office of Transportation**

The Massachusetts Executive Office of Transportation (EOT), through the Office of Transportation Planning (Planning), has completed the draft of a long-range, intermodal transportation plan for the commonwealth. The Plan is designed to ensure the efficient and effective delivery of transportation services to meet the mobility needs of Massachusetts residents, visitors, and business. Planning is currently soliciting public input and comment on the Plan through public meetings around the state and EOT's long-range plan Web site: <http://www.eot.state.ma.us/default.asp?pgid=content/longplanIndex&sid=level2>. Recent transportation reform legislation in Massachusetts signed into law by Governor Romney is aimed at eliminating the current fragmented structure and interaction of transportation agencies and developing a unified transportation service delivery system that makes sense and operates efficiently.

See page 8-20 for a description of CTPS work efforts in support of this project.

**Urban Ring Revised Draft Environmental Impact Report/
Draft Environmental Impact Statement, Phase II****Agency: MBTA**

In this project, the MBTA will complete the environmental review process for Phase II of the Urban Ring Circumferential Transit Project, prepare a combined revised DEIR/DEIS document, submit a New Starts application to enter into preliminary engineering, and complete the Final EIR/final EIS for the bus rapid transit (BRT) service and new and improved commuter rail

stations. Elements of the BRT service will include grade-separated rights-of-way; modification of surface streets and Intelligent Transportation Systems at intersections for operations in mixed traffic; use of articulated, low-floor, low-emission buses; and new bus maintenance facilities. The budget for this study to date, including federal funds and state match, is \$6.7 million. It will include a completed major investment study.

See page 7-21 for related work being conducted by the Central Transportation Planning Staff.

Worcester Service Expansion Study

Agency: MBTA

The MBTA has been evaluating possible options for expanded commuter rail service to Worcester. CSX has analyzed the preliminary findings for increasing service and has identified \$30 million in infrastructure improvements that it believes are necessary to accommodate additional commuter rail service. Currently, the MBTA is performing an engineering analysis of CSX's findings to review its cost assumptions for track and signal improvements. The MBTA was approached by Framingham State College officials to look at the potential for a commuter rail station at the college. The evaluation of the potential for a possible station will also occur as part of this study effort.

APPENDIX B PUBLIC PARTICIPATION

Public involvement in the development of the FY 2006 UPWP followed the procedures set forth in the MPO's adopted "Public Participation Process for Planning Documents in the Boston MPO," which are designed to ensure early and continued public involvement in the transportation planning process. As a first step in developing this year's UPWP, CTPS met with MAPC's subregional groups to discuss their respective planning needs and to solicit study ideas. In March the MPO sponsored an all-day open house at which members of the public could learn about the way in which transportation planning is conducted in the region, and about how to provide input into the development of the UPWP and the TIP.

Upon the approval of a circulation draft UPWP by the MPO's Transportation Planning and Programming Committee on June 23, 2005, notice of its availability and the opportunity to review and comment on it was published in the *Boston Globe*, the *Boston Metro*, the *Bay State Banner*, and *TRANSREPORT*, the MPO's newsletter. In addition, notices were sent to the MPO's list server and press releases were sent to local newspapers. The draft document was distributed to the region's 101 chief elected officials and planning directors, the Regional Transportation Advisory Council, the Metropolitan Area Planning Council's subregional groups, and state legislators. The document was available for viewing at all municipal offices and public libraries in the region and for downloading from the Boston MPO Web site at www.bostonmpo.org.

The MPO sponsored eight public workshops during the review period for discussion of the draft UPWP and for gathering input from members of the public about their planning priorities. These workshops were held in Boston, Woburn, Lynn and Quincy.

A summary of the comments received during the review period and the MPO's responses to them are presented on the following pages.

Summary of Comments Received on the Draft FY 2006 Unified Planning Work Program; MPO Responses

Dated	Community/Organization	Name/Title	Comment	MPO Response
7/20/05	Alliance of Salem Neighborhood Associations	Jim Treadwell	Asks why the North Shore Major Investment Study (MIS) is not mentioned in the UPWP, adding that there should be a description included that references the alternatives considered (as discussed in the FY 2005 UPWP). <i>(Received at Lynn workshop)</i>	The draft MIS has been completed and available for public review for more than a year. The DEIS phase of the project is listed in the FY 2006 UPWP.
7/25/05	Arc of Innovation	Paul V. Matthews, Executive Director	Commends the MPO's previous efforts to respond to concerns regarding the lack of public transportation in the I-495 area. Asks that the work scope for the I-495 Circumferential Transit Study be modified to include work products that were under consideration in the FY 2005 UPWP: Route descriptions of potential new fixed-route services (or service descriptions of non-fixed-route services) and accompanying maps and proposed service schedules, if applicable. Also asks that the study be coordinated with the Executive Office of Transportation's work in the I-495/MetroWest region. Urges the MPO to release the Regionwide Suburban Transit Opportunities Study, Phase II, results as soon as possible so that entities interested in the development of the third phase of the study may be fully informed.	The MPO appreciates the Arc of Innovation's input on this project and looks forward to its participation on the task force that is being established to guide this study. The work products listed in the final 2006 UPWP for this project will include descriptions of potential new and modified services, and the staff will coordinate study efforts with EOT's work efforts in the area. The MPO expects to release the report on the Regionwide Suburban Transit Opportunities Study, Phase II, in the fall. The MPO's Suburban Mobility/Transportation Demand Management Subcommittee will guide the development of the next work scope, which will occur after its review of the Phase II report. The Subcommittee will welcome comments from the public on the Phase II report and suggestions for tasks to be included in a Phase III study.
7/26/05	Artery Business Committee	Thomas J. Nally, Planning Director	Notes UPWP does not identify funding for the Urban Ring environmental impact report and describes the current environmental reporting status. Asks that the document reflect the current and planned funding scenarios for the project so that work can begin as soon as funds become available.	The MPO thanks the Committee for its comments. Expansion projects such as this one have been identified in the Statewide Transportation Plan as dependent on non-MBTA funding sources. Since funds have not yet been committed for the next phase of environmental work for this project, they can not be specifically identified in the UPWP. However, the project's inclusion in the UPWP ensures that the project can move forward if funds become available.
6/22/05	Town of Belmont	Glenn R. Clancy, Director of the Office of Community Development	Expresses the Town's support for Route 2/Alewife Brook Parkway Traffic Study; cites worsening congestion and need to increase use of transit and commuter rail as long-term solution.	The MPO appreciates the Town's support. The license plate surveys to be conducted in this study will provide information about trip origins and destinations that will be used to determine if there are specific viable options for the area.

Summary of Comments Received on the Draft FY 2006 Unified Planning Work Program; MPO Responses

Dated	Community/Organization	Name/Title	Comment	MPO Response
7/26/05	City of Cambridge	Beth Rubenstein, Assistant City Manager for Community Development	Supports the Route 2/Alewife Brook Parkway Study in the UPWP. Cites the need for regional strategies for the area and asks for additional funding in the FY 2007 UPWP to implement study findings and further develop strategies to convert vehicle trips to transit.	The MPO will include this study idea in the universe of projects to be considered for inclusion in the FY 2007 UPWP.
7/19/05	Town of Hudson	Michelle Ciccolo, Town Manager	Asks when the I-495 Transit Study will be getting underway. (<i>Received at Woburn workshop</i>)	The data collection has begun. Once information is compiled, the task force will be formed. The towns will be notified of their opportunity to participate at that time.
7/22/05	Inner Core Committee	Jeff Levine, Chair	Supports the Newton Corner Rotary and Route 2/Alewife Brook Parkway studies in the UPWP. Requests that the Route 9 Corridor Plan, which continues to be a priority, be included in a future UPWP.	The MPO appreciates the Committee's support for these projects and will include the Route 9 Corridor Plan in the universe of projects to be considered for inclusion in the FY 2007 UPWP.
7/25/05	Medical Academic and Scientific Community Organization, Inc. (MASCO)	Christine Apicella, Senior Planner	Supports the MBTA Transit Signal Priority Study but stresses the importance of not jeopardizing cross-traffic flow in the process. Suggests specific regional connectors along the Huntington Avenue/Arborway corridor be included in the work scope and that specific consideration be given to access for emergency vehicles. Also asks that the work scope include analysis of bus routes that cross other MBTA services along the corridor, such as the E branch of the Green Line. Bus operations shouldn't negatively affect cross-bus routes or Green Line operation. Requests that vehicle-detection equipment be maintained and kept operational.	Thank you for your comments. The study will identify and consider side-street impacts before recommending signal priority strategies. Impacts on other bus routes will be considered as well. The MPO appreciates your concern regarding the maintenance of vehicle detection equipment and has forwarded your comment to the City of Boston; it is not, however, an issue that can be addressed in the UPWP.

Summary of Comments Received on the Draft FY 2006 Unified Planning Work Program; MPO Responses

Dated	Community/Organization	Name/Title	Comment	MPO Response
7/20/05	North Suburban Planning Council	Tony Fields, Chairman	<p>Asks that the UPWP include a section for future studies that may not be timely now but may warrant consideration in the future. Include the Route 128/Orange Line Extension in this section.</p> <p>Asks to be involved if MassHighway is considering a Route 128, Lynnfield/Danvers to Reading Existing Conditions Study in the future.</p> <p>Requests that the work scope for the Route I-93/95 Woburn/Reading Interchange Study include modeling of the impacts on local roadway network resulting from larger roadway improvements and that it be listed as a work product for this project in the FY 2006 UPWP. Asks that a study of pedestrian access to the Anderson Regional Transportation Center (RTC) be included in the UPWP, either as part of MassHighway's ongoing I-93/95 Interchange study on page A-2 or as a separate study in the UPWP.</p>	<p>The MPO thanks the Committee for its comments. The MPO develops a universe of projects to be considered each year for inclusion in the next UPWP. It is composed of requests received during the previous UPWP's comment period, recommendations from the current Congestion Management System report, unfunded projects that were recommended during the previous year's subregional outreach, and agency and community requests. This project universe is used in the development of the UPWP but is not included in it. The Route 128/Orange Line Extension will remain in the project universe for consideration in the future; however, the lack of funding available for the project and its low rating in the Program for Mass Transportation will be of concern when considering the programming of limited planning funds. Expansion projects such as this one have been identified in the Statewide Transportation Plan as dependent on non-MBTA funding sources.</p> <p>MassHighway is no longer considering this study.</p> <p>This study is already underway. The current work scope includes modeling for some surface roads, but it does not include pedestrian access to Anderson RTC. Your requests have been forwarded to MassHighway for further consideration. If MassHighway sees no need to modify the scope, they may be considered for inclusion in the FY 2007 UPWP.</p>

Summary of Comments Received on the Draft FY 2006 Unified Planning Work Program; MPO Responses

Dated	Community/Organization	Name/Title	Comment	MPO Response
7/26/05	Partners Health Care	Thomas Glynn, Chief Operating Officer	Concerned that funding is not identified for the next phase of the Urban Ring project. Requests that CTPS work out a scope and budget for the next phase of the Urban Ring DEIR/DEIS and include it in the UPWP.	The MPO thanks the Committee for its comments. Expansion projects such as this one have been identified in the Statewide Transportation Plan as dependent on non-MBTA funding sources. Since funds have not yet been committed for the next phase of environmental work for this project, they can not be specifically identified in the UPWP. However, the project's inclusion in the UPWP ensures that the project can move forward, and a work scope prepared if funds become available.
			Requests that the UPWP be amended to include an update of pertinent projections for the Red Line/Blue Line Connector. Improved transit access to Mass. General Hospital is critical.	Projections for this project were last updated in 2003. Large-scale expansions such as this are typically brought forward and funded by the implementing agency, and no funding is currently available.
7/25/05	South Shore Coalition	Paul Halkiotis	More discussion of Braintree Split Study recommendations needs to occur before determining next steps; however, the final UPWP should include the Task Force's consensus. The South Shore Coalition does not support further study of Route 24 South. A follow-up study should be an evaluation of transit/trip-reduction strategies, flyovers and other methods to separate currently weaving traffic, and other major design changes that will improve safety and congestion both within and outside the Braintree Split. Such a study should employ the regional model to study the potential for diversions as well as building on the existing simulation work.	The MPO appreciates the Coalition's comments. The MPO encourages additional discussions regarding next steps on the Braintree Split Study. So far, study staff have made recommendations for further study according to the priority of problems that were identified using objective criteria and microsimulation modeling. Examining further the I-93/Route 24 merging problem on Route 24 between I-93 and Route 139 is a sound recommendation and, if implemented, will benefit I-93 and the Split. Many other recommendations by members of the study's Task Force, including flyovers, were considered and found infeasible but can be found in the study's appendix for future reference. Also, this study was about short-term operational improvements affecting delays, safety, and queues through the Split. Your recommendation for a follow-up study will be included in the universe of projects for FY 07.

Summary of Comments Received on the Draft FY 2006 Unified Planning Work Program; MPO Responses

Dated	Community/Organization	Name/Title	Comment	MPO Response
7/18/05	SouthWest Advisory Planning Committee (draft)		Supports studies in the draft UPWP. Looks forward to participating on the I-495 Circumferential Transit Study's Advisory Committee. Would like to provide input in selecting communities for the Evaluation of Bicycle/Pedestrian Mobility in Small Town Centers and is interested in hosting at least one Walkable Communities workshop in FY 2006. Continues to support a Route 126 corridor study for a future UPWP that would include both SWAP and MetroWest subregions. Asks that SWAP's April 12 letter and current letter be included in the UPWP's Appendix B.	The MPO appreciates the Committee's support. The process for selecting projects for the Bicycle/Pedestrian Mobility project will be an open, public process, and the subregions will be informed of opportunities to participate. MPO staff will be in touch with the Committee to discuss scheduling a Walkable Communities workshop. A Route 126 corridor study will remain in the UPWP project universe for consideration in the next UPWP.
7/26/05	Three Rivers Interlocal Council	Taber Keally, Chair	Disappointed that only one of TRIC's recommendations was included in the UPWP. Recommends the following studies be included in a future UPWP: 1. Connecting and mixing freight lines to commuter lines: look at the reuse of CSX lines, study the issues dealing with FRA standards for design 2. Review operating commuter rail from Route 128 Station to Boston's South Station on subway-like frequency 3. Restoration of the Millis commuter rail line, updating previous study 4. The study of a dedicated bikeway/shuttle road from the Royal Street businesses in Canton to the Route 128 commuter rail station	The MPO is currently conducting a regional freight study that will explore some of these issues. Specific recommendations will be included in a final report that is expected to be completed this year. While these projects can be added to the UPWP's project universe for consideration in the future, the lack of funding available for the Millis Commuter Rail Restoration project and its low rating in the Program for Mass Transportation will be of concern when considering the programming of limited planning funds. Expansion projects such as this one have been identified in the Statewide Transportation Plan as dependent on non-MBTA funding sources.
7/14/05	West End Civic Association (WECA)	Malek Al-Khatib	Concerned that if MassHighway takes Storrow Drive and Memorial Drive from the Department of Conservation and Recreation, they will be widened and cause a negative impact to the neighborhoods of Back Bay, Beacon Hill, and the West End. WECA would like to see a study conducted related to a widening of these roads. (<i>Received at Boston workshop</i>)	This idea will be included in the universe of projects that is used to develop the UPWP for consideration in the future if the Civic Association further defines the topics to be explored.

APPENDIX C

GLOSSARY

3C process - A Continuing, Comprehensive transportation-planning process carried out Cooperatively by states and local communities.

AACT (Access Advisory Committee to the MBTA) - Consumer group that meets with MBTA staff to discuss the transportation concerns of people with disabilities and to ensure ADA compliance.

accessibility - Ability to reach a destination or use a facility or service without being impeded by physical or other barriers due to a person's auditory, visual, mobility, or cognitive disabilities.

ADA (Americans with Disabilities Act) - Federal legislation prohibiting discrimination on the basis of disability and requiring accessible transportation services.

arterial - A roadway serving primarily through traffic and also providing access to abutting properties.

CAAA (Clean Air Act Amendments of 1990) - Federal legislation that establishes allowable levels for various air pollutants. Where these standards are not attained, officials must take specified actions within a set time frame or face sanctions, such as loss of federal highway funds.

CIP (Capital Investment Program) - Outlines the MBTA's five-year capital expenditures plan.

CMAQ (Congestion Mitigation and Air Quality Improvement Program) - A federal funding program that directs funding to projects that contribute to meeting National Ambient Air Quality Standards. Generally, CMAQ funds can not be used for projects that result in the construction of new capacity available to single-occupant vehicles.

CMS (Congestion Management System) - A program for evaluating mobility and congestion on the region's transportation system and for identifying strategies which will improve mobility.

commuter rail - Multicar rail transportation utilizing exclusive rights-of-way with service between urban areas or between outlying suburbs and the urban core. Usually involves greater distances and fewer stops than those normally found with light rail or heavy rail.

CTPS (Central Transportation Planning Staff) - The staff of the Boston Region Metropolitan Planning Organization. CTPS provides technical and policy-analysis support for transportation planning in the MPO region.

DCR (Department of Conservation and Recreation) - Agency that maintains 15,000 acres of parkland, numerous public beaches, and 650 miles of parkway within the Boston region. DCR is the successor to the Metropolitan District Commission.

DEP (Department of Environmental Protection) - The state regulatory agency within the Executive Office of Environmental Affairs charged with protecting the natural environment of the commonwealth.

EIS (environmental impact statement) - Document that reports impacts likely to result from a major transportation project. Impacts include not only those on the natural environment, but also those on the economy, society, and the built environment of historical and aesthetic significance.

EOEA (Executive Office of Environmental Affairs) - The cabinet agency that oversees environmental issues for the state and is responsible for State Implementation Plan adoption.

EOT (Executive Office of Transportation) - The cabinet agency that sets state policies and plans for all modes of transportation and oversees public transit services, general aviation programs, and the state and local highway network. A member and chair of the Boston Region Metropolitan Planning Organization.

environmental justice - Balancing the benefits and burdens of government policies so that no racial, ethnic, or socioeconomic community bears a disproportionate share of the negative environmental consequences. The MPO works to provide an equitable distribution of transportation benefits and burdens and encourages full participation by minority and low-income communities in advising the MPO during its planning and decision-making process.

EPA (Environmental Protection Agency) - The agency charged with protecting the nation's environmental quality. The agency reviews all Regional Transportation Plans and Transportation Improvement Programs.

FHWA (Federal Highway Administration) - The agency that administers federal highway programs. The agency reviews all Regional Transportation Plans, Unified Planning Work Programs, and Transportation Improvement Programs to ensure compliance with federal planning and funding requirements.

flexible funds - Highway funds that may be used for transit programs and vice versa. In the Boston region, highway funds have been “flexed” to the MBTA to fund commuter rail extensions, transit station improvements, and park-and-ride facilities.

freeway - A multilane, divided highway without traffic signals and with limited access and egress.

FTA (Federal Transit Administration) - The agency that administers federal transit programs. It reviews all Regional Transportation Plans, Unified Planning Work Programs, and Transportation Improvement Programs to ensure compliance with federal planning and funding requirements.

heavy rail (transit) - Generally applies to higher-speed, multicar rail transportation utilizing exclusive, grade-separated rights-of-way in subway tunnels, on the surface, or on elevated structures. The MBTA's Red Line is an example of heavy rail.

HOV (high-occupancy-vehicle) lane - A lane designated for the exclusive use of high-occupancy vehicles, such as carpools, vanpools, other ridesharing modes, and buses.

intermodal planning - Planning that reflects a focus on connectivity between transportation modes as a means of facilitating linked trip-making.

ITS (intelligent transportation system) - Computer and communications technology that provides real-time information to operators of vehicles about transportation system conditions. Also includes technologies that identify, monitor, or control vehicles.

land use - The purpose for which land or the structures on the land are being utilized; for example: commercial, residential, retail.

light rail (transit) - Generally applies to electric rail transportation capable of operating short train sets and that usually uses exclusive, but not grade-separated, rights-of-way. The MBTA's Green Line is an example of light rail.

LOS (level of service) - A qualitative measure used to characterize the operating conditions of a transportation service. Most commonly applied to traffic operations, where LOS designations range from A (best) to F (worst).

MAPC (Metropolitan Area Planning Council) - A regional planning agency representing 101 cities and towns in the metropolitan Boston area. It serves as a forum in which state and local officials address issues of regional importance. Communities and staff collaborate in the development of comprehensive plans and recommendations related to population and employment, transportation, economic development, regional growth, and the environment. A member of the Boston Region Metropolitan Planning Organization.

Massachusetts Bay Transportation Authority (MBTA) Advisory Board - Legislatively created group representing the 175 cities and towns within the MBTA service district. Powers include approval or reduction of the MBTA budget and approval of the Program for Mass Transportation, of changes to the fare structure, and of the appointment of the general manager and three MBTA board members. A member of the Boston Region Metropolitan Planning Organization.

MassHighway (Massachusetts Highway Department) - Agency responsible for the design, construction, and maintenance of state highways and bridges. A member of the Boston Region Metropolitan Planning Organization.

MassPike (Massachusetts Turnpike Authority) - Agency responsible for the operation of the Massachusetts Turnpike and the Metropolitan Highway System (MHS), which consists of I-90 east of Route 128, the Central Artery, and the three harbor tunnels (Sumner, Callahan, and Ted Williams). A member of the Boston Region Metropolitan Planning Organization.

Massport (Massachusetts Port Authority) - Authority charged with operating and developing major commercial maritime and aviation facilities in the Boston region. Owns and operates Logan Airport, Hanscom Field, maritime terminals located in the Port of Boston, and the Tobin Bridge. A member of the Boston Region Metropolitan Planning Organization.

MBTA (Massachusetts Bay Transportation Authority) - Authority that provides public transportation service in eastern Massachusetts. A member of the Boston Region Metropolitan Planning Organization.

MEPA (Massachusetts Environmental Policy Act) Unit - Section of the Executive Office of Environmental Affairs responsible for administration of the Massachusetts Environmental Policy Act, which requires agencies to use all feasible means and measures to avoid or minimize damage to the environment when taking action on a public or private infrastructure project. MEPA permits are required for most large transportation projects.

mode - A particular means of transportation (for example, transit, automobile, bicycle, walking).

MPO (metropolitan planning organization) - The regional organization responsible for comprehensive transportation planning and programming in an urbanized area. Work products include the Regional Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program.

multimodal planning - Planning that reflects consideration of more than one mode to serve transportation needs in a given area.

NEPA (National Environmental Policy Act) - Federal legislation that requires agencies to give full consideration to environmental effects in planning and implementing federal programs. NEPA permits are required for most large transportation projects.

nonattainment area - A geographic region that the Environmental Protection Agency has designated as failing to meet National Ambient Air Quality Standards. The Boston area has been designated as being in serious nonattainment for ozone.

paratransit - Any of a variety of smaller, demand-responsive, flexibly scheduled and routed transportation services using low-capacity vehicles. Primarily used by persons for whom use of standard transit services is difficult or impossible.

PMT (Program for Mass Transportation) - A long-range plan, prepared by the MBTA and approved by the MBTA Advisory Board, that describes and evaluates projects being considered for the MBTA service area. The evaluation helps the MBTA and MPO prioritize projects for implementation.

Regional Transportation Advisory Council - Independent group of citizens and officials that advises the MPO on transportation issues and reviews the Regional Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program. The affiliations of its members include government agencies, local communities, and civic and private associations with an interest in transportation planning.

Regional Transportation Plan (“Plan”) - A long-range plan that identifies facilities and programs that should function as an integrated metropolitan transportation system and is accompanied by a financial plan that demonstrates how the transportation plan can be implemented. The Regional Transportation Plan must show that the current system can be operated and maintained over the long term, and it recommends capital expansion projects for construction.

SIP (State Implementation Plan) - A document that describes, in detail, procedures by which a state will attain or maintain compliance with National Ambient Air Quality Standards. Prepared by the state and submitted to the Environmental Protection Agency for approval.

SOV (single-occupant vehicle) - A vehicle containing the driver and no other passengers.

STIP (State Transportation Improvement Program) - A short-range transportation-planning document detailing the federally assisted projects planned to be undertaken in a state during a given three-year period. The STIP consists of a compilation of the regional MPOs’ Transportation Improvement Programs and a list of projects to be undertaken statewide.

Title VI - Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance.

TAZ (traffic analysis zone) - An area delineated by state and/or local transportation officials for tabulating traffic-related data, especially journey-to-work and place-of-work statistics. A TAZ usually consists of one or more census blocks, block groups, or census tracts.

TCM (transportation control measure) - An action, usually found in a SIP, that improves traffic flow or reduces vehicle use or congestion with the objective of reducing air pollutant emissions.

TDM (transportation demand management) - In its most general form, any actions that attempt to control or alter existing travel patterns or choices. Included are a wide range of strategies, such as promoting ridesharing, requiring alternative work hours or flextime, and increasing travel costs for single-occupant vehicles through parking controls or fees, or through fuel taxes.

TIP (Transportation Improvement Program) - A program of transportation projects to be funded within the MPO region for a given five-year period. It is consistent with the Regional Transportation Plan.

TMA (Transportation Management Area) - Defined by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) as any urban area over 200,000 in population. Within a TMA, all transportation plans and programs must be based on the 3C process.

TMA (transportation management association) - A voluntary association of public and private agencies and firms which develop, fund, or implement transportation programs or services in a given area.

Transportation Planning and Programming Committee - The committee comprising designated representatives of the MPO members. It reviews and approves for distribution reports and other documents related to the Regional Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program.

transit - Generally refers to passenger transportation service provided to the public along established routes, with fixed or variable schedules, at published fares.

UPWP (Unified Planning Work Program) - Document describing proposed surface-transportation-related planning activities to be undertaken in a metropolitan region in a given year.

